

ALL HANDS

OCTOBER 1991



***Fiery
Vigil***

Second Division sailors aboard the amphibious command ship USS *Blue Ridge* (LCC 19) connect a pelican hook to the highline probe passed to their ship from a combat stores ship during an underway replenishment. Photo by ENS Jeff Hilton.



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ALL HANDS

MAGAZINE OF THE U.S. NAVY
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Photo by PHC Daniel Murray

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Front Cover: Mt. Pinatubo's eruption in the Republic of the Philippines left 16,000 military and civilian personnel fleeing for their lives. Men, women, children, even pets were evacuated from nearby military compounds. See story, Page 24. Photo by PH1 Ted Salois.

Back Cover: USS *Arleigh Burke* (DDG 51), the Navy's first *Aegis* destroyer has been dubbed, "the ship built to fight." The ship's namesake, retired ADM Arleigh Burke, was on hand for her showcase commissioning. See stories, Pages 30 and 34. U.S. Navy photo.

News You Can Use

Financial issues

Direct deposit now mandatory for many sailors

Effective July 15, the Direct Deposit System (DDS) became mandatory for all new Navy accessions and drilling Reserve force personnel, all sailors who are reenlisting and all officers augmenting into the regular Navy or Marine Corps or the career Reserve force.

DDS allows personnel to have their paychecks electronically transferred to a banking institution or credit union of their choice — providing the institution is under the DDS system.

DDS is designed to create "checkless paydays," and is seen as a solution to long pay lines at disbursing offices, and is considered the best method for preventing the loss or theft of

checks and cash.

Although retirees and some active-duty sailors are not affected by the mandatory DDS, the Navy encourages them to participate. Enlisted recruits are temporarily exempt until they report to their permanent duty station. Midshipmen and officer accessions must sign up for DDS upon enlisting.

Many shipboard personnel already have their pay directly deposited in automatic teller machines (ATMs) on board their ships. At present, 63 ships have ATMs, with more to be added.

Sailors with direct deposit can feel confident that their pay will always be safely deposited at their banking institution on time — every time. □

Personnel issues

Overseas toll-free numbers for Navy uniform items

Navy personnel serving overseas can now order uniforms using toll-free numbers. The new service covers eight countries in Europe, the Middle East and the Far East. Customers can place orders or get information about Navy uniforms by phone. Operators are available to take calls 24-hours-a-day, seven-days-a-week, except for national holidays.

Telephone lines are linked to an automated answering system which allows customers to electronically select the service they need. This new service was implemented by the Navy uniform program as a result of customer requests.

Previously, toll-free access to uniform ordering was only available to personnel stationed in the United States, Puerto Rico and the Virgin Islands.

The new toll-free numbers are: CONUS, Hawaii,

Virgin Islands and Puerto Rico (1-800-368-4088); Alaska (1-800-368-4089); Bahrain (800-447); Guam (01800-164-6703); Japan (0031-11-4026); Singapore (800-1398); United Kingdom (0800-89-4372); Bermuda (800-626-0485); South Korea (008-1-800-955-8272); Spain (900-98-1292). In Virginia call Autovon 680-8586; (804-420-7348); and facsimile 804-420-7987.

A toll-free number will be established for personnel stationed in Italy in the near future. Other numbers may be introduced as needed. Satisfaction is guaranteed on all uniform purchases. The Navy uniform program is administered by the Navy Exchange Service Command, formerly known as the Navy Resale and Services Support Office, and is headquartered in Staten Island, N.Y. □

Navy survey to measure attitudes, priorities on personnel issues

Navy officer and enlisted members will have the opportunity to make their attitudes and priorities known on a variety of subjects this fall during the second annual Navy personnel survey.

Approximately 24,000 randomly-selected service members will receive the questionnaires by mail during October. The surveys will include questions on pay and benefits, child care and housing.

"It's important to know the attitudes and concerns of sailors," said Chief of Naval Personnel VADM Mike Boorda. "The results help us concentrate on the right programs and identify areas needing attention."

The survey was conducted for the first time in October to December 1990.

Officials plan to compare results of this survey with those from last year to establish trends, and identify changes and attitudes. Although some other issue-specific surveys, such as the annual Equal Opportunity Survey, will continue to measure top-priority or sensitive issues more clearly, the Navy Personnel Survey will be the key pulse-taker for the Navy. □

Travel

Holiday drinking

Motor vehicle accidents are the leading cause of death among sailors. In 1990, 163 Navy men and women died as a result of motor vehicle mishaps.

Most deaths occurred on weekends between the hours of 9 p.m. and 3 a.m. Half involved alcohol, and 80 percent of the victims were not wearing safety belts.

This year, make the Columbus Day holiday the safest one ever by buckling up, and by not drinking and driving. Whenever possible, use a designated driver. □

Marine Corps Marathon

Applications are being accepted for the 16th annual Marine Corps Marathon on Nov. 3, in Washington, D.C. Entry is limited to the first 13,000 applicants who pay the \$22 fee.

For applications and information write: Marine Corps Marathon, P.O. Box 188, Quantico, Va. 22134; or call Autovon 278-2225 or commercial (703) 640-2225. □

Special

All Hands commemorative issue

Operation *Desert Shield/Storm* sailors and Marines are spotlighted in a 72-page special commemorative issue of *All Hands* magazine.

This special issue provides a detailed account of the Navy-Marine Corps team's involvement in the liberation of Kuwait — from the Navy's historic presence in the Middle East, through the air war, ground war and homecomings.

Commands on the normal distribution for *All Hands* received triple their normal shipment of the special issue in July. Additional copies of the special issue are available to anyone free of charge upon request. Write to: Navy Internal Relations Activity, Attention: Distribution Dept., 601 N. Fairfax St., Suite 230, Alexandria, Va. 22314-2007. Requests must be made in writing or via Navy message — NAVINRELACT, WASHINGTON DC. □

Sailors of the Year

Recognition in the nation's capital

Story by JO1 Sherri E. Bashore,
photos by PH1(AW) Joseph Dorey

A week of official Department of the Navy and civic recognition events was held in Washington, D.C., during July honoring the 1991 Sailors of the Year (SOY).

The Chief of Naval Operations initiated the SOY program in 1972. Designed to recognize the most outstanding sailors of the Atlantic and Pacific fleets, the program expanded the following year to include the selection of an outstanding sailor from a shore installation. Further expansion came in 1982 when the fourth component, the Naval Reserve, was included in the competition.

The SOY program is open to candidates in paygrades E-4 through E-6. Those selected are meritoriously advanced to the next higher paygrade and are awarded the Navy Commendation Medal. The four sailors also receive numerous honors and awards from both government and civic organizations.

This year's itinerary included office calls to Assistant Secretary of the Navy for Manpower and Reserve Affairs Barbara S. Pope; Chairman,



Joint Chiefs of Staff Army Gen. Colin L. Powell; Chief of Naval Personnel VADM Mike Boorda and Master Chief Petty Officer of the Navy AVCM(AW) Duane R. Bushey.

Luncheons in honor of the sailors and their families were sponsored by the Fleet Reserve Association (FRA), Navy Memorial Foundation and the Naval Enlisted Reserve Association (NERA). After their week in Washington, D.C., the sailors and their spouses departed for a week of rest and relaxation (R&R) at a location of their choice, anywhere in the continental United States. The week of

R&R was sponsored and funded by the FRA and NERA.

Aside from official functions, the SOYs and their families took in some of the sites offered in our nation's capital: the White House, Navy Memorial and the Naval Research Laboratory. They were also guests of the Chief of Naval Operations aboard his barge for a cruise down the Potomac River.

Turn the pages and meet the 1991 Sailors of the Year. □

*Bashore is a staff writer for All Hands.
Dorey is a photojournalist for All Hands.*

1991 Atlantic Fleet Sailor of the Year

"What you say goes in one ear and out the other, but the things you do affect your people for a long time."

—DSC(SW) Nicholas J. Potter

Chief Data Systems Technician (SW) Nicholas J. Potter was born July 31, 1964, in Kent County, Mich. He enlisted in the Naval Reserve in August 1981 under the Ready Mariner (4x10) program. This program required enlistees to obligate six years of reserve time following completion of a guaranteed "A" school. After recruit training, Potter attended Construction Electrician "A" school and graduated as class honorman. In March 1982, he reported to the Navy and Marine Corps Reserve Center, Sacramento, Calif., to drill as a Naval Reservist.

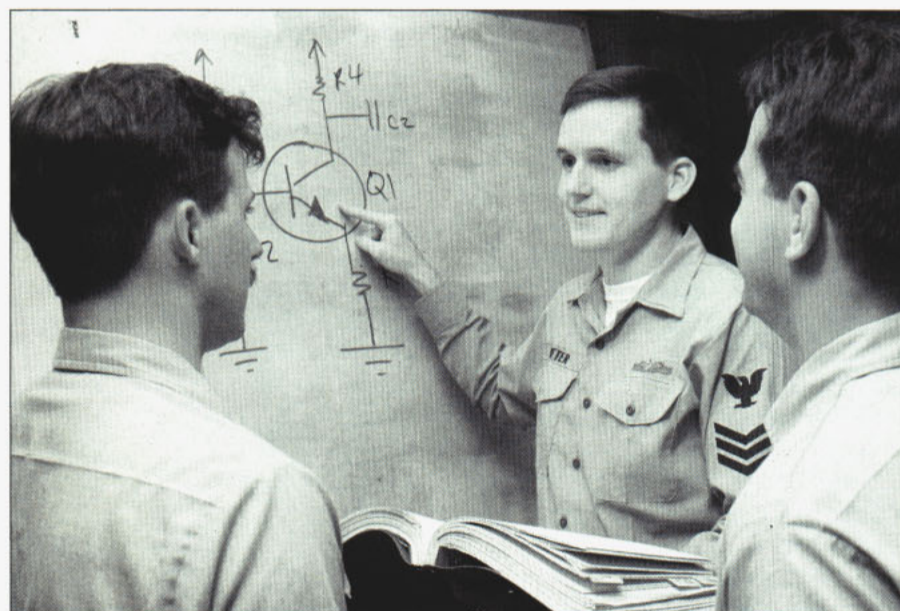
In December 1982, Potter transferred to active-duty status and was assigned to USS *Quapaw* (ATF 110), where he advanced to Boatswain's Mate 3rd Class. Wanting a more technical career, he attended Data Systems Technician "A" school and graduated as class honor man in February 1985.

His first duty assignment after school was Oceanographic Unit 1, embarked aboard USNS *Bowditch* (T-AGS 21), where he supervised a navigation/survey watch section and served as the unit's lay leader. After this tour of duty, Potter was selected

for instructor duty at the Combat Systems Technical Schools Command. While there, he developed curricula and taught advanced electronics at the Data Systems "A" school, which earned him designation as a Master Training Specialist.

Potter returned to sea aboard his most recent command, USS *Saipan* (LHA 2), in November 1989 and was the leading petty officer for the Combat Systems Electronics Division.

Potter is married to the former Sonya G. Newton. They reside in Virginia Beach, Va., with their daughter, Kathleen. □



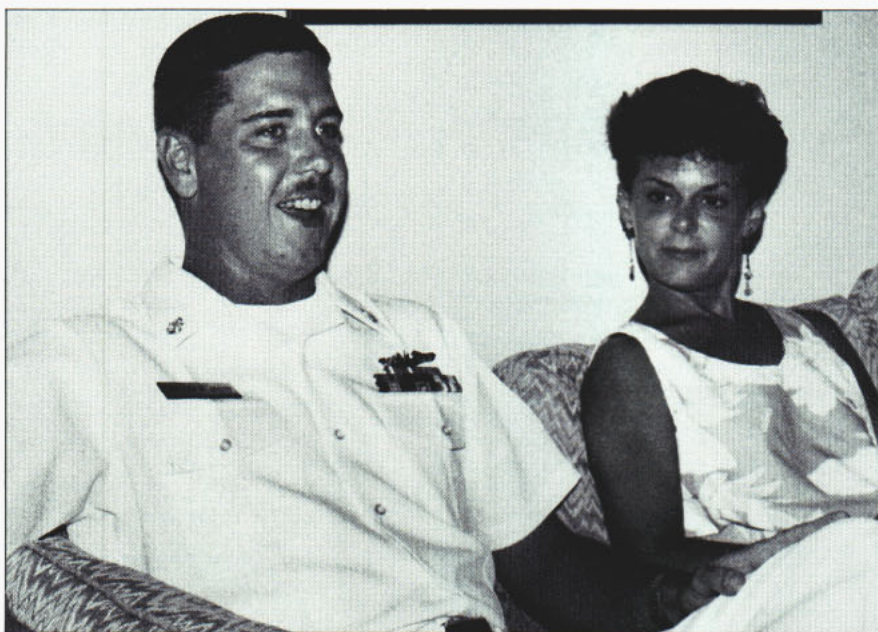
What do you feel makes you a good leader?

"I realized early on that junior people are what makes the Navy click. They are the ones that are going to be the chiefs of the future. If you don't start treating them right when they are E-3s and E-4s and on up to second class, they're not going to stay around to be the leaders. I've always made a focus of mine to look at what I can do for them in my position. Life can be terrible for these junior people, so you need to look at what you can do for them."

1991 Pacific Fleet Sailor of the Year

“Communication is the most important factor in being in any type of leadership position.”

— MMC(SS) Mark K. Spoon



What advice would you give to a shipmate who feels they aren't being recognized for their efforts?

“Everybody feels at one time or another that they should have been recognized for what they have done. But sometimes it just doesn't happen. But don't quit — it all comes around one way or the other. Through this competition, I never thought my whole record would be looked at. Things that I have done throughout my career, that I never got recognized for, have popped up and became part of the competition.”

Chief Machinist's Mate (SS) Mark K. Spoon was born in Wilmington, N.C., on Aug. 1, 1961. After graduating from high school in 1979, he attended the University of North Carolina before enlisting in the Navy in March 1980.

Following recruit training in Orlando, Fla., Spoon attended Machinist's Mate "A" school at Great Lakes, Ill.; submarine school at Groton, Conn.; and auxiliaryman training at Charleston, S.C. His first sea assignment was aboard USS *Grayling* (SSN 646) homeported in Charleston.

While there, he completed all qualifications through chief of the watch. Following that assignment, he reported to the *Trident* Refit Facility in Bangor, Wash., where he was selected as the assistant command Drug and Alcohol Program Advisor. He initiated and supervised the command fitness program.

In January 1988, Spoon reported to his most recent command, USS *Tunny* (SSN 682), where he again qualified as chief of the watch and duty chief petty officer. He also qualified as diving officer of the

watch (supervisor of control room functions), a watch normally stood by senior chief petty officers or officers. While aboard *Tunny* he served as the auxiliary division's leading petty officer and career counselor.

Spoon is married to the former Donna J. Bryan. They, and their children, William and Matthew, currently live in Honolulu, Hawaii. □

1991 Naval Reserve Sailor of the Year

"I never realized that the Sailor of the Year recognition was so awe inspiring. The whole week is unbelievable!"

— ENC(DV) Steven A. Magaro

Chief Engineman (DV) Steven A. Magaro was born March 20, 1957, in Harrisburg, Pa. He graduated from Central Dauphin East High School in May 1975 and from Vale Technical Institute in December 1977 with an associates degree in specialized technology. He entered the Coast Guard Inactive Reserve in June 1979 and went on active duty in September.

In November 1979 Magaro reported to USCGC *Mackinaw* (WABG 83). In March 1980 he reported to USCG Training Center Yorktown for Machinery Technician "A" school and graduated with class honors. He reported to USCGC *Cape Newagen* (WPB 95318) in July 1980. Two years later he attended Navy diver training in Pearl Harbor, Hawaii, where he again graduated with honors. Upon completion of diver training he reported to the U.S. Coast Guard National Strike Force Dive Team in Elizabeth City, N.C.

In March 1989 Magaro affiliated with the Naval Reserve through the Advanced Paygrade Program as an other service veteran (OSVet). He is currently assigned as leading petty officer for diving and salvage equipment maintenance with Reserve Mobile Diving and Salvage Unit 2, Detachment 506, in Norfolk, Va.

In his civilian career, he and his wife, Linda, who is also a reservist, own and operate M & M Diving, a

commercial diving and salvage company in Yorktown, Va. Magaro holds a bachelor's degree in business administration from Upper Iowa University,

Fayette, Iowa, and is presently preparing for graduate school at Old Dominion University in Norfolk. □



What quality do you possess that has led you to become the Reserve Sailor of the Year?

"Persistence in trying to find the right way to do something — to find the best way to do

something and making someone happy when doing so. I care a lot about people. The troops have a right to be led. They want to be led, and they deserve the right to be led properly."

1991 Shore Sailor of the Year

*"I meet every challenge with the attitude,
'I can do that.'"*

— PRC(AW) Julie L. Chorlton

Although she calls Noblesville, Ind., home, Chief Aircrew Survival Equipmentman (AW) Julie L. Chorlton was born in East Troy, Wis., Sept. 21, 1961. She joined the Navy

Nov. 17, 1979, and completed Aircrew Survival Equipmentman "A" school after basic training at Recruit Training Command Orlando, Fla. Following "A" school, she attended

Parachute Rigging and Survival Equipment Maintenance School in Lakehurst, N.J.

In March 1980 she reported to her first duty station, Attack Squadron 45, in Key West, Fla. While there, she completed flight physiology training, becoming the only backseat qualified maintenance representative in the command. In 1982 she was transferred to Oceanography Development Squadron 8 in Patuxent River, Md., where she was selected Sailor of the Month and also attended Embry Riddle Aeronautical University.

At the end of her enlistment, she detached from the Navy and attended college, studying horticulture and working for a nursery/landscaping company. She reenlisted in the Navy in April 1986 and was assigned to Training Squadron 4 in Pensacola, Fla., where she earned her Enlisted Aviation Warfare Specialist designation.

Chorlton's most recent assignment was Helicopter Anti-submarine Squadron Light 44 in Mayport, Fla., where she was selected both Sailor of the Quarter and Sikorsky Maintenance Technician of the Quarter, an accomplishment never before achieved simultaneously. Her off-duty involvements included, vice president of the First Class Association, participation in the Atlantic Beach Elementary Adopt-a-School program, and she attended Florida Community College of Jacksonville.

She is married to Chief Aviation Boatswain's Mate (Equipment) (AW) Thomas A. Chorlton, assigned to USS Saratoga (CV 60). □



Have people treated you differently since you were selected as the Shore Sailor of the Year?

"People think that we change. But we don't change, they change toward us — because they think we were something different. But, we're just the same old people. I'd

like to add that my husband has been my sole support. He came home after eight months in the Gulf and two days later we were on an airplane going to Norfolk for the AirLant competition. He's never really gotten to shine in the spotlight himself."

Making a difference

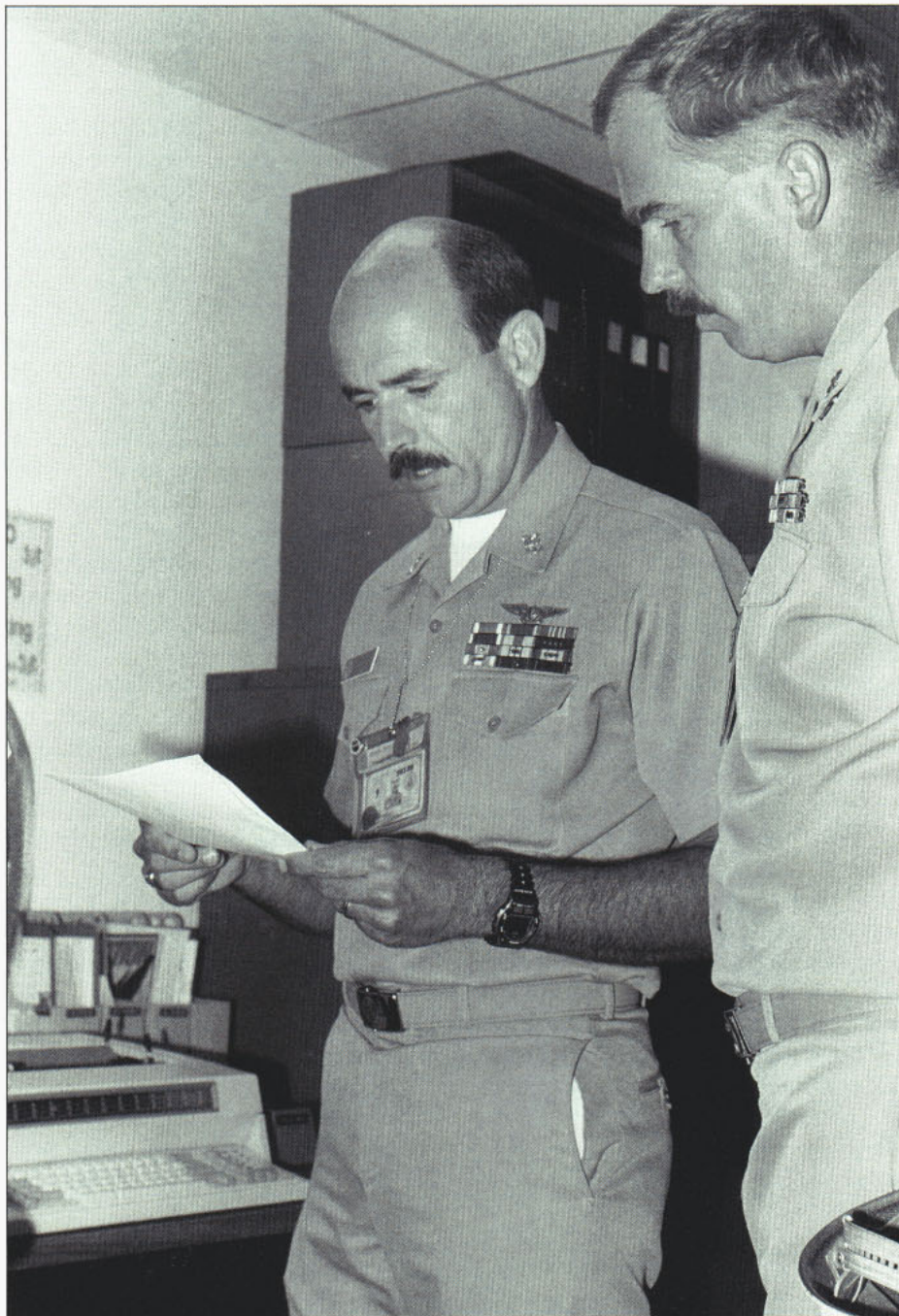
Senior Enlisted Academy graduates at work

Story and photos by
JOC Benny Smith

Success is never achieved through casual activities or good intentions. You only obtain it through perseverance, dedication, and having an avid desire to be the best at what you do. So say six graduates of the Navy's prestigious Senior Enlisted Academy (SEA) in Newport, R.I. Each strives to instill this belief in their fellow crew members of Precommissioning Unit (PCU) *George Washington* (CVN 73), the Navy's newest aircraft carrier.

As the Navy celebrates the academy's 10th anniversary, these six graduates — Master Chief Ship's Serviceman Alberto Marcelo, Master Chief Electrician's Mate Fred Kokosky, Master Chief Aviation Boatswain's Mate (AW) Douglas M. Ausderau, Senior Chief Hospital Corpsman Wayne Pratten, Master Chief Hull Maintenance Technician (SW) Edgardo "Abe" Abreuarocho and Master Chief Electronics Technician (SW) Ken Sterling — are hard at work helping *George Washington* take shape, both literally and figuratively. Pausing from those duties, they talked about the school. They discussed the school's purpose and the myths people associate with the academy. They also talked about the overall lessons they learned there, now being put in action while building *George Washington*.

"Being a graduate of the academy is one of the highlights of my Navy career," said Marcelo, a graduate of class 37. "My assignment to PCU *George Washington* allows me the chance to use that knowledge I acquired from the academy immediately." Kokosky, a class 39 graduate, believes it's the finest school



ABCM(AW) Douglas M. Ausderau discusses upcoming tests for *George Washington*'s catapults with ABCM Gary Frantz.

available to refine the leadership and management skills of senior personnel. Pratten, a graduate of class 40, said, "It's one of the most informative schools I have ever attended."

Ausderau, a class 25 graduate, was an instructor at the school. He acknowledged that the school is tough, but he feels the academy is the perfect place for refining the skills of senior personnel.

"The school gets you out of that, 'we always do it this way,' routine."

Abreuarcoho, a class 14 graduate, feels the academy provides senior personnel with a myriad of new ways to help their shipmates. He too was quick to point out that the school is tough. Sterling, a class 28 graduate, feels the academy is the perfect place to see where you stand among the Navy's "top" performers.

"The school shows students ways to work smarter instead of harder, and how to be more innovative when solving problems. "The primary purpose of the SEA is to refine leadership and management skills. Because of our improvement in those areas, we are better at helping everyone else at the command," Abreuarcoho explained. "Our number one priority is, and always will be, the crew. The academy has introduced us to tools that help us train them better," he added.

Improving the crew is not always the primary reason for attending the academy. Some people believe that attending the academy means automatic advancement in rate. It's

not the belief of *George Washington's* graduates. "Just because you attend the school does not mean you will be advanced," said Pratten. "As far as I know, 'sustained superior performance' is still the number one tool the Navy uses to measure us by."

Abreuarcoho said, "The academy is not a training camp for future master chiefs. Those who think so should not request to attend the school."

However, Ausderau acknowledged that those who graduate from the academy do have a slight advantage. "I think graduates have an advantage because the Chief of Naval Operations, Bureau of Naval Personnel and advancement boards are strong backers of the academy's program. They recognize the increased potential of graduates. The tools personnel obtain make them more efficient," he said. "Some believe the school makes them better. I don't, because everyone is damn good when they get there. I think the school makes graduates more efficient. I am more efficient because of the academy," said Ausderau.

When you're responsible for building the Navy's newest ship, being efficient is very important. Making judicious use of time, manpower and money are essential to being successful at the task. The academy has provided knowledge and additional tools to the graduates of *George Washington* to accomplish this task.

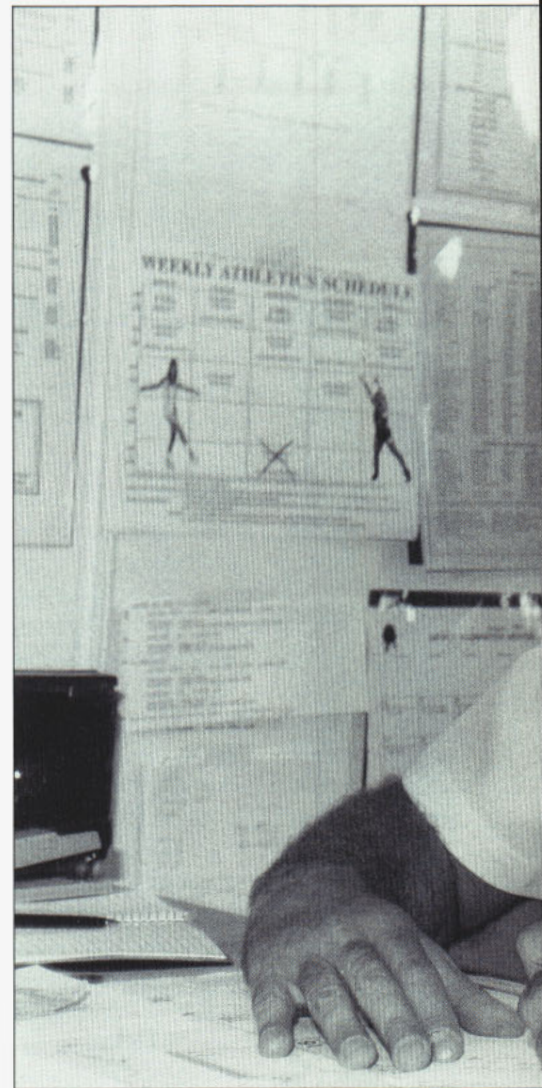
Marcelo, leading chief of the supply department and S-3 division, said, "The additional writing and communication training I obtained from the school has helped me a lot. I believe the ability to communicate to and about the crew is very important. The academy helped me improve at doing both."

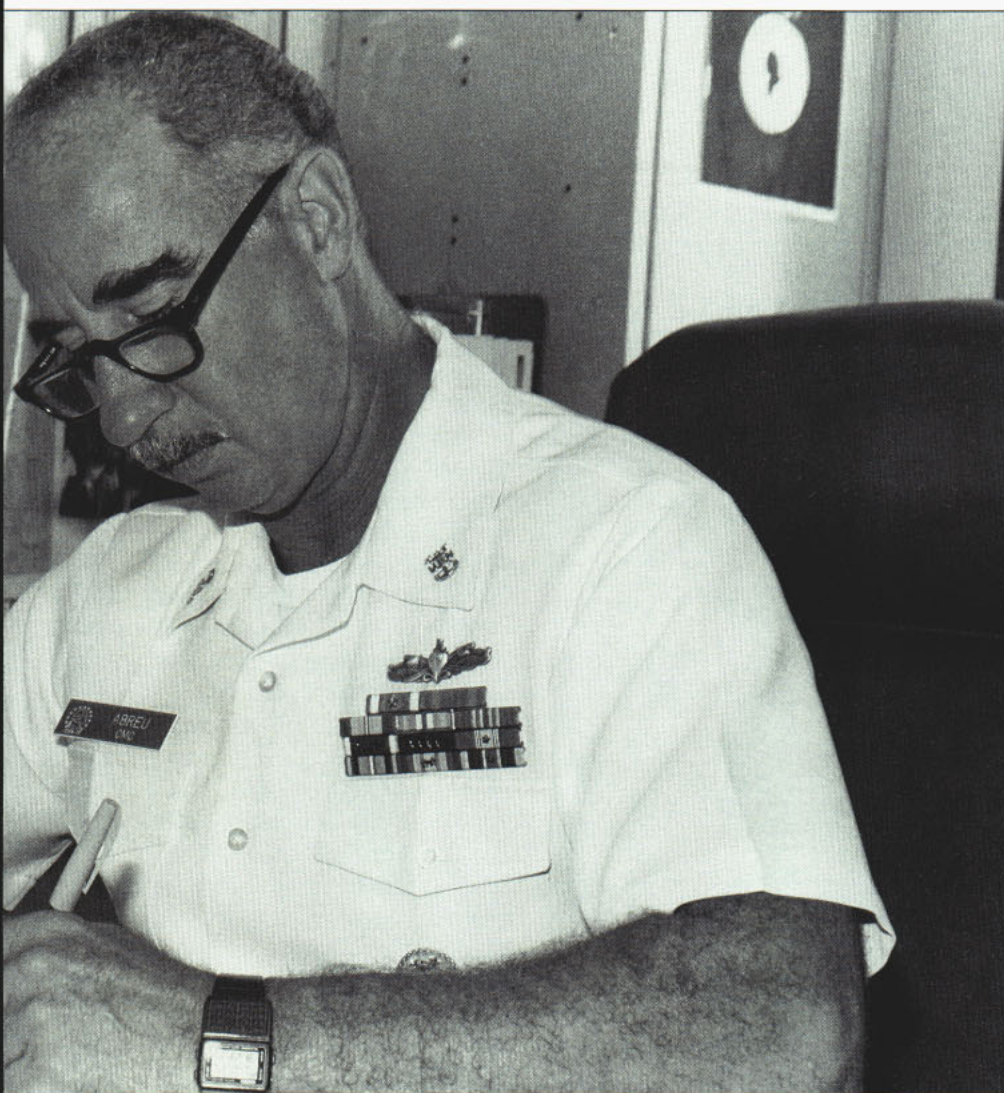
Supply is one of the first departments established on a new construction ship. They are bombarded with all types of requests. "Since we are in the business of dealing with people, the young sailors need training on

how to do it correctly," explained Marcelo. "The academy has taught me ways to train our sailors better. I am constantly sharing this knowledge with the crew of supply department as well as anyone else who wants it."

Kokosky, the ship's recreational services officer, agrees with Marcelo. Because of his early arrival to the command, Kokosky served as the ship's training officer, E-Division leading chief petty officer (LCPO), senior watch officer and command senior chief.

While filling those billets, he used all the tools and knowledge the academy provided him. Like Marcelo, the academy's writing and communication training benefited him the most. "Because of my various duties, I had to be ready and able to express myself. The training at the





Command Master Chief HTCM(SW) Edgardo Abreuarocho reviews plans for moving the crew aboard.

express myself. The training at the academy provided me with the knowledge and confidence to do it better," explained Kokosky. "My assignment to *George Washington* has afforded me the opportunity to share some of the knowledge and experiences of the school with the entire command," he added.

As recreational services officer, Kokosky is responsible for keeping up the morale of the crew. It's not easy. Because of his outgoing personality and positive attitude, Kokosky has managed to make the crew feel good even when the answer is not what they want to hear. "I have always been people oriented. That's the primary reason I enjoy my current job so much," he said. "Helping to build the 'Spirit of '73' on board *George Washington* is everyone's goal. Being a graduate of the academy just makes

doing it a little easier for me," he added.

Building an air department is not easy, but Ausderau, the leading chief petty officer, makes it look easy. Ausderau is responsible for training personnel assigned to the most visible departments on the ship. The number one priority of a carrier is to fly planes. Personnel of air department must be ready to make it happen. Training crew members to be ready to accomplish this monumental task is a job Ausderau has done for the past 12 years, and he feels the training at the academy has enhanced his ability to do the job more efficiently.

"The school was a real eye opener for me," said Ausderau. "Going there, I received training tools that taught me how to work smarter, not harder. I'm teaching crew members in our

department how to use those same tools. The school gets you out of that 'we always do it this way' routine."

Because of this attitude, crew members find it easy to talk with Ausderau. "I feel very comfortable working for Master Chief Ausderau. Although he is a Master Chief, I feel at ease talking with him about work or anything else," said Airman Apprentice Waverly Brooks. "Master Chief Ausderau is very concerned about us. He is always seeking ways to get us training," said Airman Nathaniel Loving. "Making sure we are properly trained and keeping us informed about happenings on the ship are two of Master Chief's main concerns. Talking with him about either has become routine," added Loving.

A routine Ausderau would like to see is for the academy to get this knowledge to personnel right after they make chief. "One of the biggest questions I had as a student was, 'why didn't I get this kind of education much sooner in my career?'" said Ausderau. He is certain the material will help them work smarter.

Another member of *George Washington* who learned to work smarter is Pratten, LCPO of the medical department. Because it's his first time running a department aboard ship, Pratten feels the academy helped prepare him for handling his duties.

Pratten feels the academy provided him with tools that will help him create a top quality medical department on *George Washington*. His use of these tools is very appreciated by his staff. "I think it's great to work for Senior Chief Pratten. He is genuinely concerned about making sure we do what it takes to get additional training and advanced in rate," said HM3 Joseph C. Carpenter. "He wants us well-trained to run the show our-

handle, he's always there for advice."

"Senior Chief Pratten is the type of leader that will stand behind you to help you get a problem solved. The problem does not have to be related to just medical either," said HM3 Timothy W. McCullough.

Pratten credits the school for giving him a better look at the big picture. "The information provided at the academy had made me aware of issues not related to the medical department. I am more informed because of the academy. I am also able to inform others better," said Pratten.

Another member who is better at informing others is Abreuarocho. He went to the academy seeking new ways to help his shipmates. "I learned of ways to better serve the crew. I learned that it was up to me to make the training and tools I received from the academy work," he said. "I also learned that if you don't make them work at your command, you short change the command. You also short change your crew — your number one priority. I have no intentions of short changing the crew of *George Washington*. The commanding officer will not allow me or anyone else

to short change the crew either. He is a strong supporter of the SEA program."

"The training provided by the academy benefits everyone. The program and its overall goals make the entire Navy better. I feel PCU *George Washington* is a better command



because of all the SEA grads we have on board," said CAPT Robert M. Nutwell, *George Washington's* commanding officer. "Because of their presence, I know we will have the most informed and finest trained crew in the fleet."

Ensuring that *George Washington* has the finest maintenance program

in the fleet is overseen by another academy graduate. Sterling, the City of Newport award recipient for being the top academic graduate in his class, is the ship's 3-M coordinator. He is responsible for making sure the maintenance program works properly throughout the ship. Accomplishing this task means providing some form of training to each department. "Showing the crew alternative ways to do business benefits everyone," explained Sterling. "It's not easy, but the training at the academy has given me confidence and several ways to make it easier to accomplish the challenge of having the finest maintenance program."

The challenge of being the best is something all graduates face daily. The academy graduates on *George Washington* have such a challenge, but it's a challenge they welcome. It's a challenge each graduate is confident they will achieve. The tools provided by the academy make accomplishing this goal that much easier. □

Smith is assigned to the public affairs office of PCU George Washington (CVN 73).

SEA selection criteria

- Paygrade E-8 or E-9 (selectees for E-8 must be frocked or advanced prior to class convening date).
- Must be recommended by commanding officer.
- Must meet the highest standards of personal appearance. May not be over-fat or obese as defined in OpNavInst 6110.1D.
- Must be physically capable of regimented calisthenics, including regular running, and be able to participate in group or individual sports.

Qualified personnel should submit their application via the chain of command to BuPers using the Enlisted Personnel Action Request (NavPers 1306/7). If an individual desires to attend en route to a new duty station, submit NavPers 1306/7 via the chain of command

to BuPers to be received a minimum of 12 months prior to PRD. If an individual desires to attend on TemAdd status while attached to present command, submit NavPers 1306/7 via chain of command a minimum of six months prior to class convening date. Funding for assignment of member in TemAdd status will be provided by BuPers.

Selection criteria will emphasize superior performance and potential future professional performance. Selection will be made by a BuPers administrative screening board.

If selected for SEA, individuals must have 20 months obligated service, computed from class convening date, prior to entry.

Giving the gift of sight

Navy and Lions Club give Turkish youngster new hope

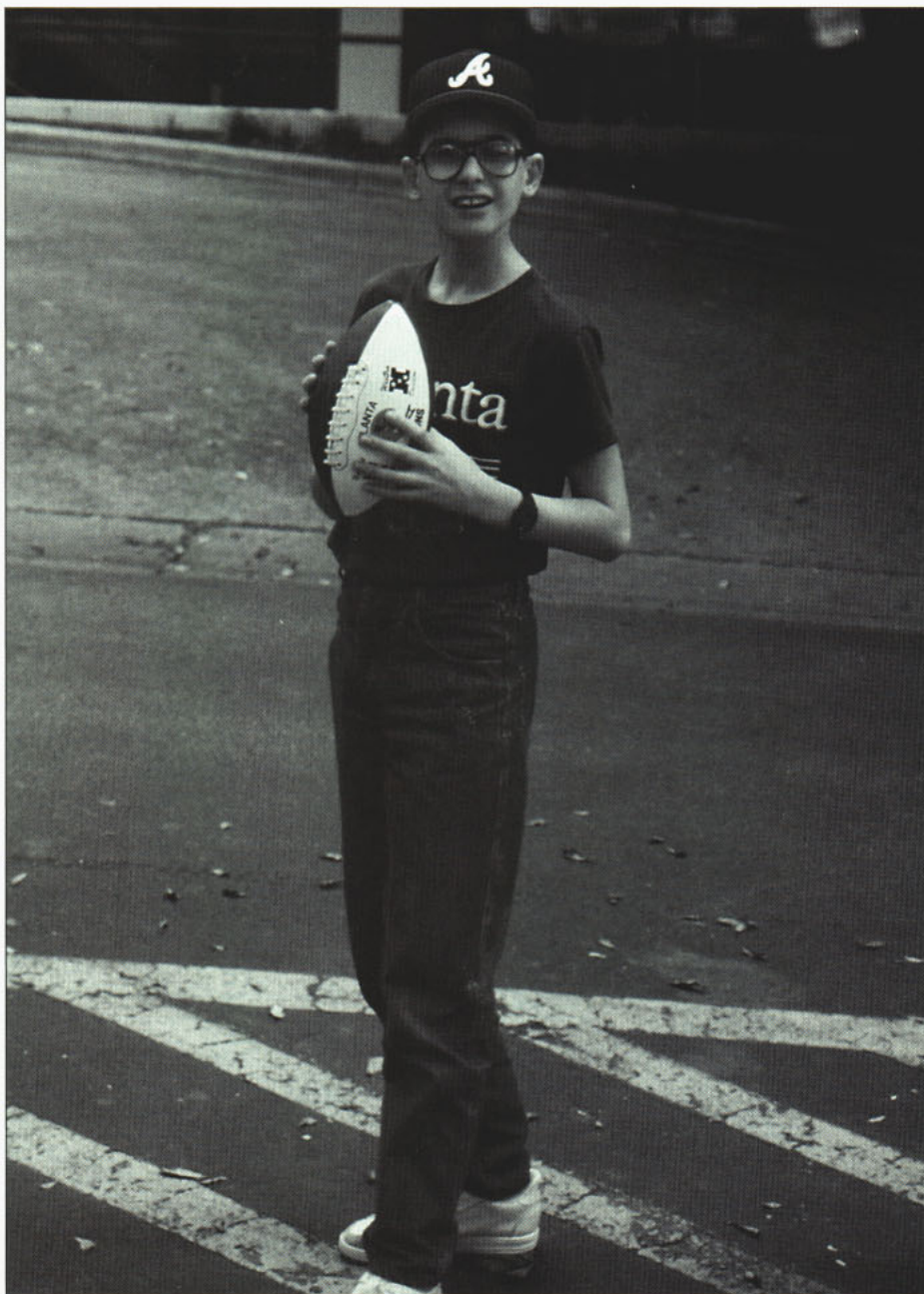
Story and photos by LT P.J. Candreva

Through the combined efforts of the Navy Supply Corps School (NSCS) in Athens, Ga., three other naval activities along the East Coast, the Oconee County Georgia Lions Club and their regional office, a nearly blind 11-year-old Turkish boy was flown to Atlanta where he received two eye surgeries that dramatically improved his vision.

LT Sedat Gumus of the Turkish Navy was undergoing supply procedures training with the U.S. Navy for the Foreign Military Sales Program. The training began at NSCS in March, continued at Naval Supply Systems Command Headquarters (NavSupSysCom) in Washington, D.C., and the Aviation Supply Office, Philadelphia, and ended at the Naval Supply Center, Pensacola, Fla.

When Gumus arrived in Athens, the school learned of his son's eye condition. Burak Gumus had been born with innate cataracts in both eyes, and although operated on repeatedly in Turkey, he had approximately 20 percent vision in his right eye. His left eye was totally blind.

Knowing the Lions Club's interest in eye problems, the International Training Officers at NSCS, LCDR Greg Freeburn and LT Ken Bowman, contacted another NSCS instructor, Dick Smith, who is a member of the Oconee Lions Club.



Burak Gumus with his new football, cap and T-shirt courtesy of a local toy store.

Through the efforts of the Oconee club and their regional offices in Northeast Georgia, the Lions arranged for a doctor to examine and possibly perform surgery on Burak. The Lions hoped to find a doctor to donate his fees and the Lions pledged to cover any hospitalization costs that may occur.

Dr. John Davidson, an eye specialist from Atlanta, agreed to see Burak whenever his father brought him to the United States. Davidson thought that with recent developments in laser eye surgery techniques, vision could be improved in the right eye, and might be provided in the left eye.

The only remaining obstacle was the transportation of Burak and his mother, Nurdan, from Turkey to Atlanta. That's where the Navy took over. From NavSup rear admirals at headquarters to the seamen at three other commands, — the Navy friends that Gumus made in Athens, Washington, Philadelphia and Pensacola, "passed the hat," and personally donated sufficient funds to cover the cost of air travel for the Gumus family.

The family arrived in Atlanta on Friday, May 10, 1991, and Dick Smith greeted them at the airport with gifts donated by a local toy store. He brought the family to NSCS, where they stayed in the bachelor's quarters, anxiously awaiting their Monday appointment with Dr. Davidson. During an interview that weekend, Gumus said, "We are really excited about this chance. If everything goes well, I am very, very happy."

On Monday, Dr. Davidson saw Burak as promised and felt confident his diagnosis was correct. After visits with two other eye specialists, it was determined that surgery for the right eye was unwise, but a switch to a bifocal-style of eyeglasses would improve the right eye vision.

Interest then shifted to the blind left eye. Surgery was scheduled for Thursday of that week. To pass the



Dr. John Davidson and Burak during the initial eye examination.

time, Smith took the family on a tour of the North Georgia mountains and other local attractions. He also invited the family into his home for a taste of American life. Smith was so helpful to the Gumus family, that the Turkish officer began referring to him as, "my American brother."

During the next week, two surgeries were conducted by Davidson at Memorial Hospital in Atlanta, including a sclerigraph, which is a transplantation of a portion of the white of the eye. As this was going on, the Lions continued to press for donations. All doctors, opticians and the hospital waived their fees. The medical expenses were all donated.

Burak was a brave and responsive patient. Being operated on in a foreign land with no knowledge of English was intimidating, but he held up well. The operations were very successful, although Burak does not have perfect vision in either eye. But he sees substantially better than when he arrived. Where he only had minor light sensitivity in one eye, he can now see shapes and forms.

Doctors are optimistic about further improvement. With his new glasses, Burak should adjust to school and his surroundings much better in the future. Doctors still wish to operate on the left eye, perhaps performing a cornea transplant — but

the eye needs time to heal and strengthen before undergoing another series of operations.

Doctors throughout Europe have the ability to perform the next operation, but if Gumus has a choice, he wants to return to his many friends in Georgia.

There are numerous miracles in this story — a type of surgery not available in Turkey was provided to Burak; the generosity of NavSup personnel who pitched in to fly Burak to the United States; the donated labor of the doctors; Memorial Hospital donating the hospital stay and all medical expenses; and especially, the gift of sight that Burak was provided.

The Gumus family was treated like royalty during their visit — newspaper and television reporters asked a myriad of questions; they were guests of honor at the Georgia Lions convention; they attended a farewell picnic at the NSCS and received many get-well gifts.

The Gumus family returned to Turkey in June, completing a visit they will never forget, said Burak's father. "I told only one person, and yet, so many wanted to help. I'm only here in the United States for a very short time, and everyone helped us. It's different in my country.

"I won't ever forget this," he said. "It's such a beautiful thing." □

Candrea is the public affairs officer, Navy Supply Corps School, Athens, Ga.

Ship models

Craftsmen take us on a journey into the past

Story by CDR Frank Evans

For those who love model ships, a walk through the basement of the David Taylor Research Center (DTRC) in Annapolis, Md., is a journey into the past.

At the Model Basin, you can see USS *Oregon* (BB 3); USS *Harry E. Yarnell* (CG 17); USS *Missouri* (BB 63); USS *Chicago* (SSN 721); USS *Bronstein* (FF 1037); and *George Washington* (CVN 73).

These are only a few of the Navy's national treasures — a collection of

1,530 ships — some dating back to the 1800s, and much of it on display throughout the United States.

With an estimated value of more than \$100 million dollars, the ship collection is constantly on the road, or on display at naval functions, veterans conventions, colleges, museums and special events throughout America.

Below: Michael Condon blows on his most recent model to seal the glue. **Right:** Close-up of the model of the destroyer leader USS *Mitscher* (DL 2).

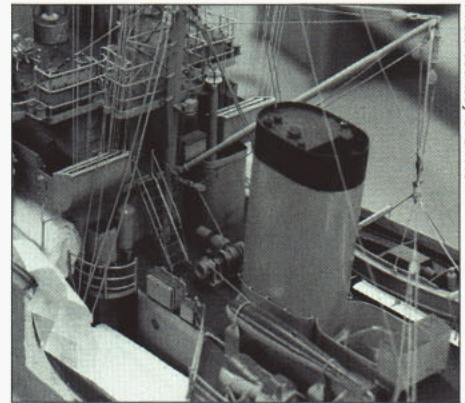


Photo courtesy of DTRC

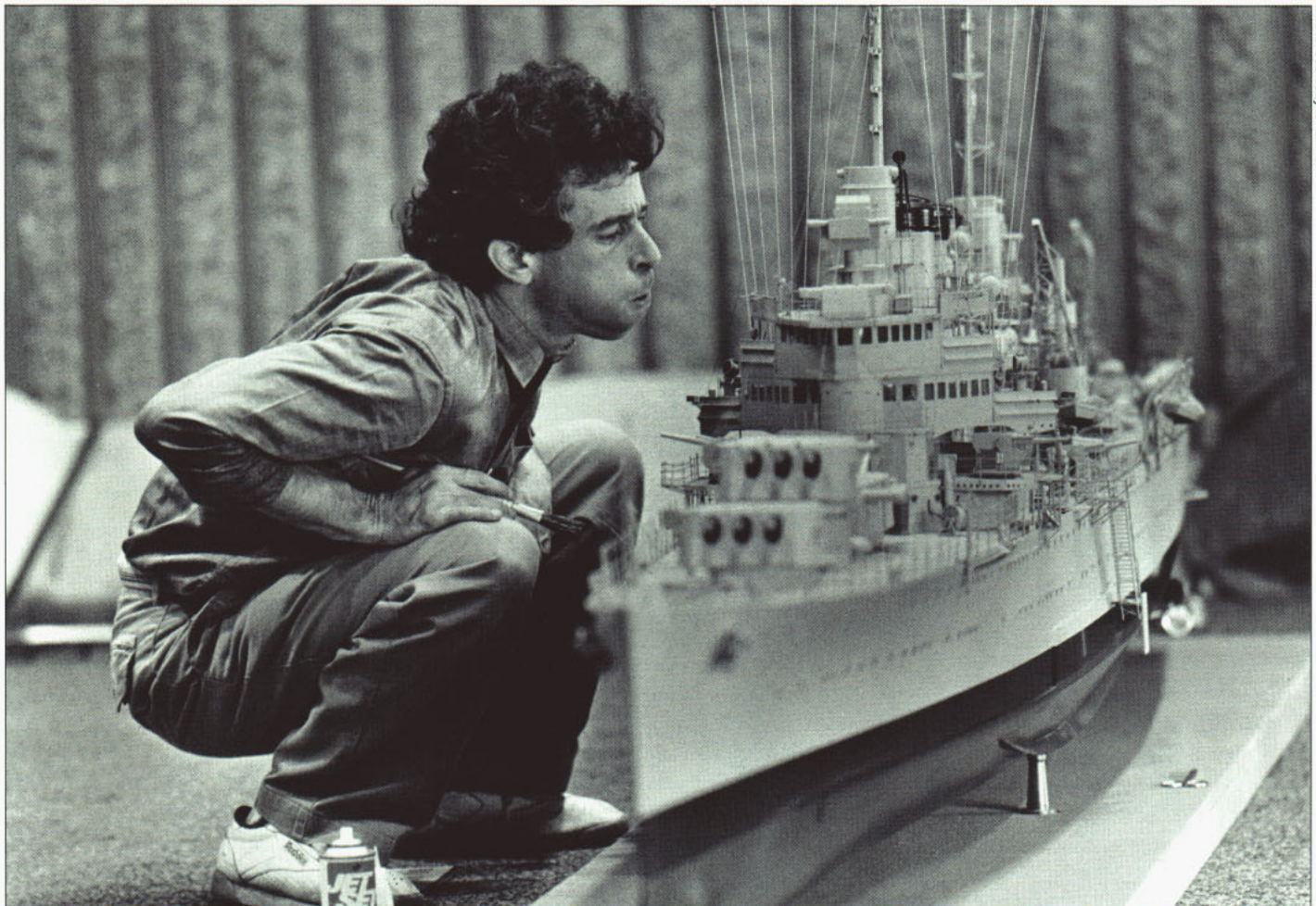


Photo courtesy of DTRC



Photo courtesy of DTRC

Left: Model conservators Colan Ratliff (left) and Michael Condon, put final touches on the model of the guided-missile cruiser USS *Shiloh* (CG 67). Below: Condon at work in the model basin workshop.

tion and Repair under Chief Constructor Theodore D. Wilson officially began building models of some of the "new Navy" steel warships then under design.

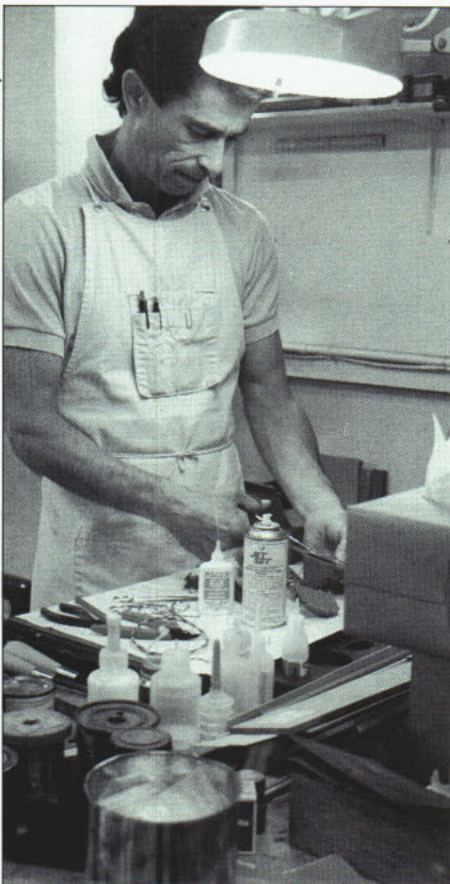
Wegner noted, "records indicate that Wilson ordered the commandant of the Washington Navy Yard to provide tools, goods and services to James A. Maceron, referred to as "the bureau's model maker." Evidence suggests that Maceron provided quick models for several naval advisory boards, including the board of 1882 which recommended the first four steel warships — *Atlanta*, *Boston*, *Chicago* and *Dolphin*.

As early as 1887, models were routinely disassembled and shipped by rail to trade shows, expositions and veterans' encampments nationwide. Twelve models were built under Wilson's orders specifically for display at the World's Colombian Exposition in Chicago in 1893.

In 1886, there were 12 full-time model builders on the bureau's payroll. Chief Constructor Phillip Hichborn continued the model work and by 1910, the Bureau had models representing most types of warships.

Commercial model building began shortly before World War I when a group of model builders at the Washington Navy Yard resigned and formed a company in New York which was capable of building Navy models on contract. Gibbs and Cox had perhaps the largest model building organization during World War II, with a model building staff of 167. By contrast, in 1945, the bureau still had 12 model employees. Finally, in 1960, the ship model program was administratively transferred from the Bureau of Ships to the David Taylor Model Basin, where it remains

Photo courtesy of DTRC



proximately 800 different sites, including the Pentagon, the Navy Yard in Washington, D.C., the White House, the Smithsonian Institution and 47 public museums.

Dana Wegner, curator of the Navy's model collection, has spent 11 years directing the program.

"The models represent some of the finest examples of craftsmanship and artistry executed by the hand of man," said Wegner. "Many of the Navy's models deserve the care and respect afforded works by Rembrandt, Michelangelo and the great masters," he said.

"To me, the program is second only to my family," Wegner added. "Future generations should respect the collection because it represents the thoughts, work and lives of many who have preceded them."

Since the birth of the modern Navy, craftsmen have duplicated nearly every type of warship to scale. These are not amateur hobby shop kits.

The responsibility for overseeing and sponsoring the national treasure falls under the Naval Sea Systems Command (NavSeaSysCom), located in Arlington, Va. The origins of the Ship Model Program go back to the beginnings of NavSeaSysCom.

The first model was made in 1880 when the population of the nation was 12,860,702.

In 1883, the Bureau of Construc-

Since 1980, the interest in Navy vessels from the period of "wooden ships and iron men" dating from USS *Constitution* to the most modern warship of today has captured the spirit of more than 12 million viewers annually. The ships are also on display in England, Luxembourg, New Zealand, Australia and Bermuda. Models are displayed at ap-

today with a staff of four.

"Shipbuilding has witnessed a drastic change since the early beginning," Wegner said. "Originally, the Navy built most of its own steel warships in its own Navy ship yards. At the time, the Navy and private ship builders, always had a model building shop. The model builders in those shops built mock-ups of proposed ships. They would build test models of the ship, generally designing models that represented the ship in three dimensions during the design process."

"Until recently, they did what was called the 'drawing room model.' The model would sit in the room where the draftsman would be working. If there was any disagreement on the building or spaces within the ship, those involved would look to the model for guidance regarding decks, living quarters and placement of armament. Three dimensional models have always been used in the building of steel models, until recently," he said.

Starting in the 1880s, these same model builders would be required to build exhibition models of the finest quality of the finished ships. Normally, when the Navy had a ship built, whether it was in its own yard or built by, for instance, Bethlehem Steel, the builder would be required to hand over a model to the bureau. The cost would be included in the shipbuilding bill to the Navy.

As time went on, the ship design process depended less and less on three dimensional models. The designing got better, and the mathematics were more precise. The ship builder's knowledge and expertise of building ships had advanced to where these small model shops dwindled away. Also, the Navy didn't use its own shipyards for building most ships after World War II.

Eventually, it got to the point where the private shipyards that were building Navy ships didn't maintain



Colan Ratliff and Loiz Douglas team up to work on the model of a guided-missile cruiser.

their own model building staffs anymore. Instead, they turned to other contractors to have the models built.

Professional model builders became a subcontractor to the shipyard when building a ship for the Navy. The shipyard would pass on the costs of building the model by adding extra fees into the Navy contract.

"When I took over as curator, I realized that the model builders the shipyards were using were part of our same community. We knew who they were, and how much they were being paid by the shipyards to handle the contract. We also knew how much the Navy was paying the shipyard to handle the contract. I realized that we could consolidate the number of the ship models, sometimes getting larger orders, and cut costs way down," Wegner said.

"Consequently, what we are paying for new ship models today is considerably less, and built to the same standards, than what they were paying in 1946-47. This saves the Navy a tremendous amount of money, something we are very proud of," he said. "Presently," he added, "we have more than 35 model builders on our list of potential bidders."

The cost for building a model today to program specifications runs about \$3,000 to \$4,000 per linear foot.

Larger models, like the carrier *George Washington* or the guided-missile cruiser *USS Shiloh* (CGC 67), have to be built in large facilities. In

the case of building the 12-foot *George Washington*, the plans were classified and required security classification for the model building company. "That model was built by about six people over the period of a year. But I don't believe they worked full time on it," he said.

"An example of hard work and long hours is the model *USS Missouri* (BB 63), built by Gibbs and Cox. She's on display at the Washington Navy Yard. The 22-foot model took 77,000 man-hours to complete, and was built by a committee of 16 people who worked 23 months to complete it," said Wegner.

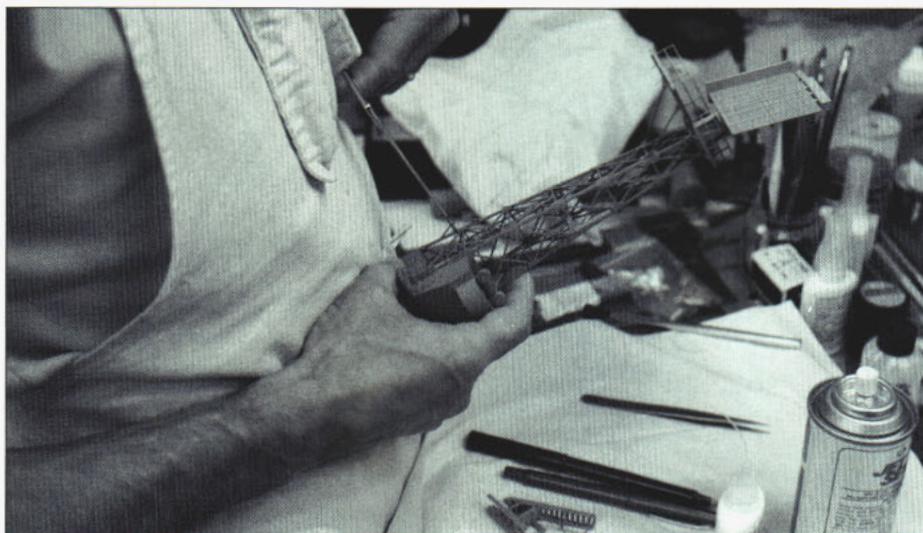
As you walk through the dimly-lit spaces that house the models, you are awed by the significance of what is here. On the top shelves of this 10,000 square-foot area, located in the basement of the DTRC, are many, mostly old and precious models. Many are small. Some are packed away carefully in drawers or cabinets.

On one shelf is a ship of the line, *Vermont*. It was donated by the family of Chief Yeoman Fred J. Buenzle. The chief was on active duty around the turn of the century.

As a clerk-journalist, Buenzle was one of the few people in the Navy that could take shorthand around the 1890s. When the battleship *USS Maine* was sunk in 1898, a board of inquiry was convened. Buenzle traveled with the board and transcribed testimony for many of the witnesses. He would later become the senior enlisted man in the Navy. Buenzle built *Vermont* — and today it is neatly packed away on one of the shelves.

Other ships or planes include a seaplane model that President Franklin Roosevelt collected when he was Assistant Secretary of the Navy. Following World War I, Roosevelt decided that the Navy needed a lot of ship models to illustrate the history of ships in the Navy — from *Bon Homme Richard* and Revolutionary

Photo courtesy of DTRC



A craftsman repairs the radar antenna for the $\frac{1}{8}$ inch = 1 foot scale model of USS *John F. Kennedy* (CV 67).

times — to modern times which was then 1922.

Roosevelt selected 12 models in each set to be built that represented the Navy from 1776 to 1922. He had 10 duplicate sets of those models built. He was convinced that aircraft would play an important part of the modern Navy, so he had two aircraft models included in the set.

"This is one of them," said Wegner holding up a plane with red, white and blue markings that was enclosed in a glass case. Hidden among the pipes located high above the ground is the outline of a dark cruiser and battleship. In 1922, USS *Lexington* (AVT 16) was supposed to be a cruiser. But then, the 1922 arms limitation conference was held when it was decided that the U.S. was not entitled to a heavy cruiser of that size. So the Navy kept the hull, dismounted the large guns and built an aircraft carrier. At the time, the country needed it to increase the carrier force.

This particular ship never got built. "At least we know what *Lexington* would have looked like, had it been a cruiser," said Wegner.

The other ship was *California* (CGN 36). This particular model represents her as a conventional-powered cruiser in the early 1960s. It was to have a *Typhoon* weapons system. The theory behind it was similar to the *Aegis* system of today. However, the Navy found with a conventionally-powered cruiser and the power-hungry electronics of the

day, that when they turned on the *Typhoon* weapons system, the ship slowed down about 10 knots. She hardly moved through the water because of the electrical load placed on it by their weapons systems. The conventional-power idea was abandoned.

"We have a lot of interesting, and historically significant things like that," said Wegner. "We call them 'ships that never were.'"

On the north side of the wall, the wooden racks are filled with ships of all sizes and shapes including *Ranger* (CV 4), and USS *Etlah* (AN 79), a net layer from World War II. Other ships use them as well: USS *Quincy* (CA 71) (WWII); USS *Kingsbury* (APA 177) (WWII); *Brooklyn* (AC 3) (1896); *Oregon* (1898); and *Benton* (Civil War). Submarines are also neatly packed away.

Out on the floor were two huge models that were being readied for shipment to an exhibit. Other large models in display cases were neatly placed near the main office. Inside one working space, a model of the 1902 battleship *Virginia* (BB 13) was undergoing repairs and refurbishment.

On one shelf, halfway down the wall, was "a half model," actually used to construct real ships. "These are technical models and we consider them to be extremely valuable," Wegner said.

"This is *Constellation*. Actually, this model was made in 1853. They hang on a wall, not in a case, and their

beauty lies in the subtle curvatures of the hull.

"We refurbished her well, but her grace is in her lines and curves. When a sailing or wooden ship was designed in the 19th century, the ship designer was always the Chief of the Bureau. They didn't make so many ships that the head man couldn't design them himself. So he did."

"He would start with a stack of wood," said Wegner. "Then he would actually curve the model. Then the stack of wood would be disassembled and sent to a mold loft where they would enlarge the shape of each of these wooden pieces to full size on a floor a size of a gymnasium. That would form the frames of the real ship. These models were actually used by the designer himself. They were not made to represent the ship; they were made to design the ship."

You can gaze at and sometimes touch artifacts of another time. It's easy to see why Wegner and his model building team at the David Taylor Model Basin look forward to each day. They love their work and its tangible links with American maritime history. Their roots are deep in the past, but their dedication is to the future, as they use a "high tech" data-base computer system, and exotic new methods to answer the preservation of the collection.

As they carefully refurbish the hulls and topsides of these national treasures, they share the same excitement and pride felt by fellow model builders whose hands formed these same model ships 100 years ago. □

Evans was a reservist assigned to the public affairs office, Naval Sea Systems Command, Washington, D.C.



The smoking lamp dims

Smokers face tough choices as Navy enforces tough policies

Story by JO1 Steve Orr

The sign of the times reads, "No Smoking."

The national consensus for clean air and a healthy environment has targeted those who light up. Over the

years, studies have been continually released emphasizing the dangers of smoking; but only recently have the studies stressed what happens to the health of bystanders who inhale

"secondhand" or passive smoke. As a result, more than 100 organizations nationwide campaign for tougher anti-smoking legislation, and warnings accompany every pack of

No smoke

cigarettes.

Laws are also in effect that require more smoke-free areas be available in restaurants, on public transportation and in the workplace. Airlines have already banned smoking on most domestic flights and some states have implemented tougher guidelines designed to protect the rights of the non-smoker.

Now studies suggest that the number of smokers is on the decline. Puffing on a cigarette is no longer considered cool or chic. One slick public health service announcement proclaims, "Kiss a smoker? I'd sooner lick a dirty ashtray." Even those who do smoke admit reluctantly that it is not a healthy habit.

With an awareness, based on science as well as emotion, of the effect smoking has on the overall quality of life, it is not surprising that the Navy is addressing this controversial subject. "Forge the Future," the Navy's series of health-oriented directives, has targeted several areas of concern including standards of physical fitness, zero drug tolerance, alcohol consumption and tobacco abuse.

Existing programs dealing with physical fitness and drugs and alcohol continue to be successful, while new emphasis is placed on creating smoke-free environments in naval work spaces.

"It has always been suggested that not smoking in the Navy would be the standard," said Roberta Gallmeyer, patient education coordinator at the Sewells Point Medical Clinic in Norfolk, Va. "The year 2000 is regarded as the target for a totally smoke-free Navy."

Gallmeyer points to a July 1986 directive that specifically addresses the Navy's tobacco abuse prevention program and establishes guidelines for the creation of a smoke-free work place. "The instruction also mandates that smokers be encouraged to quit and that non-smokers be en-



Photo by PH3 Nathan A. Dukes

Enforcement of current regulations and anticipation of tougher guidelines are moving many Navy smokers outdoors.

couraged not to start," Gallmeyer said.

To further drive the anti-smoking point home, a poster was included with a recent "Forge the Future" health fair publication, bearing the caption, "Don't wait until the year 2000. Do it now!"

In addition to directives and publications, Gallmeyer says that awareness training and smoking cessation workshops, such as Fresh Start (see Page 23), are being used to help people understand just how much damage smoking really does.

"Awareness is a huge part of the program," she said. "Unfortunately, many smokers never apply the warnings to themselves."

There are many reasons to encourage a smoke-free Navy, Gallmeyer explained. "The Navy spends more money on the health care of

smokers. Families of smokers tend to be ill more often, which translates into more health care for them," she said.

"Also, the cost of maintaining equipment exposed to cigarette smoke is higher and smokers spend more time away from their work." Gallmeyer estimated that someone who smokes a pack-and-a-half of cigarettes a day spends an average of an hour to an hour-and-a-half a day puffing away while seated at the desk. "That translates into a lot of wasted manpower," Gallmeyer said.

In some locations, the fresh air of the future is available right now. "There's no smoking in basic training now," she continued, "and many ship and shore commands are seriously considering blanket 'no-smoking' policies."

A few commands have already put out the smoking lamp. At least one ballistic missile submarine rotates between smoking and non-smoking crews. One of the Navy's newest ships, USS *Arleigh Burke* (DDG 51), the Navy's first *Aegis* destroyer, was designated a smoke-free ship in April by her Commanding Officer CDR John G. Morgan Jr.

"There were a number of considerations that went into making *Arleigh Burke* smoke-free," said LT Rob Jobrack, the destroyer's weapons control officer. "The CO's overriding concern was the health of the crew. It was the main consideration."

"Smoking also reduces combat efficiency. You have to be in good physical shape to fight fires," Jobrack continued. "A third reason was the electronic equipment. Because of the amount of equipment throughout the ship, it's hard to find a space without any electronic gear, and smoke damages electronics."

"The decision to make the ship smoke-free has been received remarkably well by the crew," Jobrack said. "It's had a good effect on the crew's morale. They understand

Captain Morgan's reasons and support them. Even those smokers who haven't been successful in quitting are in full support of the policy."

Jobrack stressed that sailors who smoke are not made to quit, although the ship does offer a voluntary smoking cessation program. "There are still sailors who smoke when they're not on board," he admitted. "It isn't our intention to get into their private lives. Once they're aboard, however, they abide by the established no-smoking policy."

While other commands consider implementing similar blanket policies, Gallmeyer points out that the success or failure of a command program for smoke-free work spaces depends largely on who is in charge.

"Directives dictate that commanding officers set the example," said Gallmeyer. "I think that the creation of a smoke-free workplace has been successful to a certain extent, but that success often hinges on whether or not the officer in charge is a smoker. It depends on who's enforcing the rules."

"Commands in general are becoming more strict when it comes to smoking in the work space. Again, other factors come into play. We're finding that there are more smokers in areas where blue-collar-type work is going on than in service-oriented

work spaces."

Using the Sewells Point Medical Clinic as an example of what can be done by an institution, Gallmeyer explained, "You won't find any cigarette machines here and there's no smoking in the clinic. It's pretty much that way on the medical side of the Navy. Anyone who needs to take a smoke-break must go outside to a designated area before they can light up."

Another way medicine is dealing with the situation is by identifying smokers when they come in for medical care. "The clinics are requesting people who come in for a physical or other medical care identify whether or not they smoke," Gallmeyer said. "Smokers are encouraged to quit because of associated health problems — high blood pressure, higher blood cholesterol, respiratory illnesses and the increased risk of cancer."

Gallmeyer adds that while smoking is a major health problem, dipping and chewing tobacco also carry their share of complications. "There are a lot of areas where you can't smoke, but you can chew, which causes big health problems," she said. "Dental keeps sending people over to the medical clinic because they can't do anything with a patient until problems associated with chewing are

treated." Tobacco chewers often have high blood pressure and an increased risk of developing cancer of the gums, cheeks and throat.

While commands work to create smoking areas away from work spaces, many smokers have decided that quitting is the best way to deal with the tougher policies. Some stop on their own; others look to the Navy to help them break the habit.

"Smoking is an addiction," Gallmeyer said. "People have to want to quit. It doesn't work for someone to just be told, 'You will quit smoking' — unless that comes from a physician — even that is no guarantee. Those who are serious about kicking the habit can get help if they want it. Quitting is an individual decision."

It's a Tuesday afternoon, and eight people are desk-bound, huddled in a circle. Some chew gum while others chew their fingernails. Feet tap on the floor while fingers drum on plastic desktops.

The nervous activity is understandable. This is the second session of a four-session smoking cessation workshop and today each person has announced a date to stop smoking completely.

The reasons the smoker's give vary, but the goal is a common one. "I don't understand why I smoke when everything associated with smoking makes me sick," said Lisa, a pregnant housewife. She has decided that her child will be born into a smoke-free household.

Dave and Teddie are a married couple who have decided to quit together. Their school-age son is attending the workshop to support them in their decision.

James, a second class petty officer, hasn't had a cigarette in 18 days. "Even so," he said morosely, "I think I'll always have a craving to smoke."

Ray, another petty officer, admits

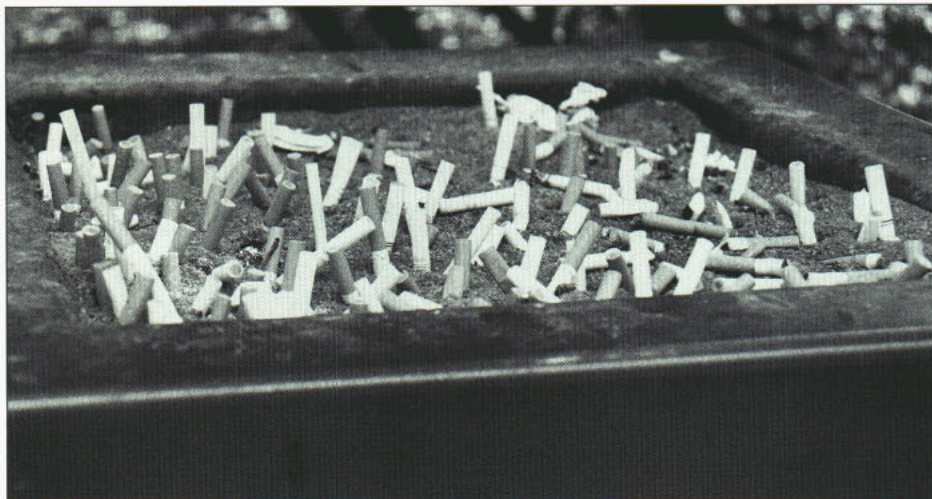


Photo by JO1 Steve Orr

Butt-filled ashtrays inside work centers are quickly becoming a thing of the past.

No Smoke

he's having a rocky time of it. "Some days I can go for hours without a cigarette," he said, "Then there are days when I have to smoke 3 or 4 in an hour. Sometimes I stop for a day, and then go through a whole pack the next."

Others attending the session assert that while they may have slipped once or twice during the past week, they still feel that they're making progress.

"I find there are times when I *need* to have a cigarette," said Marilyn, a second class petty officer. "I think maybe I'll have to give up beer, because a drink triggers my cravings. Still, I'm exercising more and I'm more authoritative with my kids."

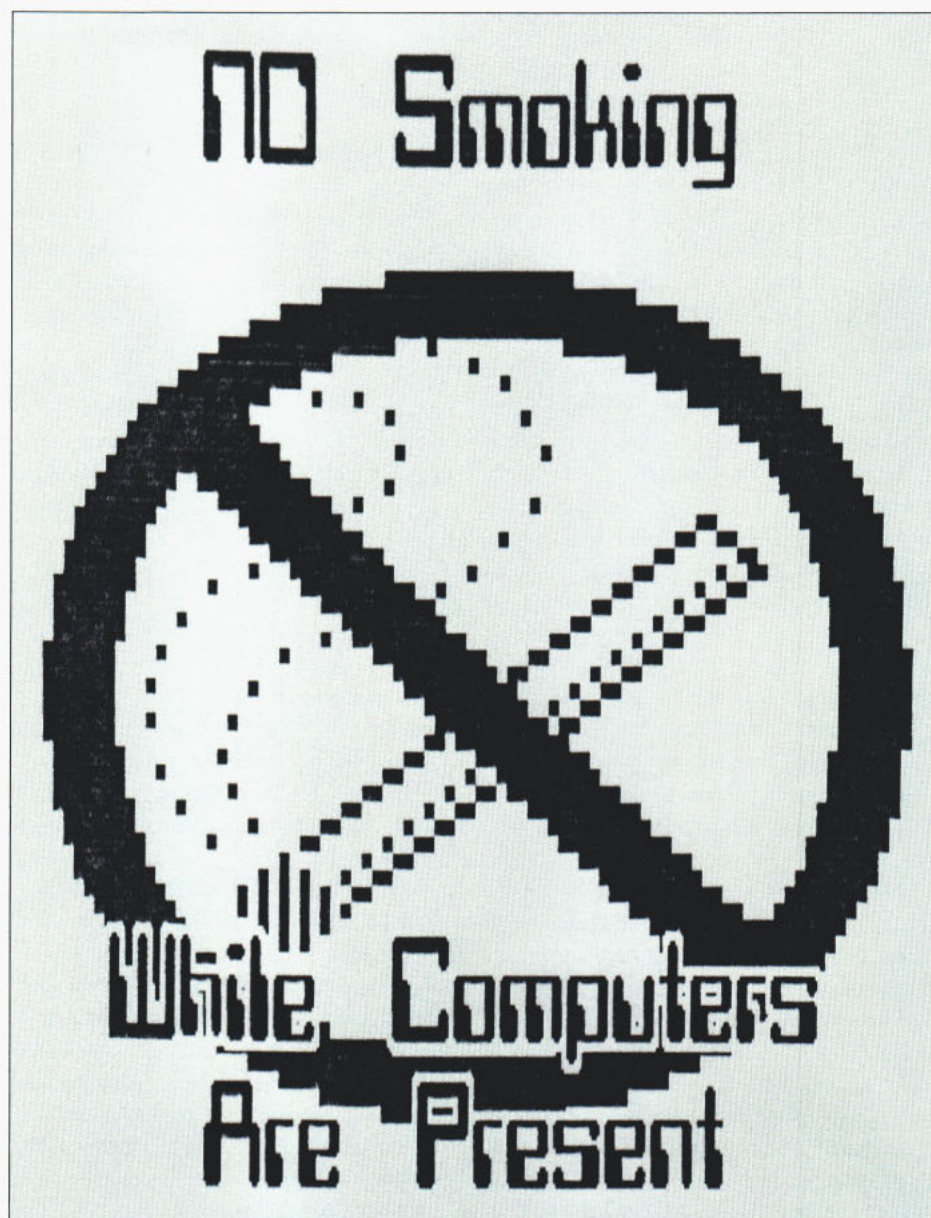
Mark, a chief petty officer, announces that today he officially stopped smoking. "I've smoked for 15 years," he said, "although not that heavily until I went to boot camp. Smoking gave me something to do at night, a way to relax after a busy day."

Like many smokers, Mark's family health was the main motivator for quitting. "My kids have allergies and my smoking aggravates their condition," Mark said. "The kids got better while I was in the Gulf with *Desert Storm*, but once I got back, the medical problems flared up again. I knew I needed to stop."

A week later, and Mark is still sticking with his commitment. "Seven days and 25 minutes," he announced proudly. He notes that he experienced a few minor side effects since he put down the cigarettes. He's gained six pounds — "putting snacks in my mouth instead of cigarettes" — and his wife gets on him for chewing gum with his mouth open, and he feels light-headed from time to time as his body adjusts to the heady mysteries of fresh air.

Lisa says she's eating more fruits and vegetables. James, with 26 smoke-free days, is still fighting the urge to light up.

Marilyn, who says she smoked half



Art by JO1 Steve Orr

her life before deciding to quit, is finding that the people around her are ready to help her stick with her decision. "My boys are on cloud nine — they've been after me to stop for a long time," she said. "My command has been great in supporting me. They're really cool about it. The executive officer is always asking me how it's going, expressing concern about my progress. It makes me feel good."

Marilyn admits that she has a much different attitude now than she did as a teenager who smoked. "My family told me to quit a long time ago," she said. "All I did was rebel. Now that the Navy is involved with encouraging people to stop, I take it

Damage to electronic equipment is one of many reasons for "smoke-free" workplaces.

more seriously. I think it's a good move to hit young people [with the no-smoking message] as soon as they come into the Navy. And I think that if the support for this program continues, the Navy really could be smoke-free, maybe sooner than the year 2000." □

Orr is assigned to NIRA Det. 4, Norfolk.

Making a "Fresh Start" of it



Sailors take a breath of fresh air with American Cancer Society's help

Story by JO1 Steve Orr

When smokers decide to kick the habit, they find there are a number of routes to achieve that goal. Some go "cold turkey" — they put down the cigarettes and never pick them up again. Others find that tapering off — gradually cutting back on the number of cigarettes they smoke each day — works best. And still others find they can't quit on their own, which is not surprising considering the addictive nature of nicotine.

Now there is good news for those who need the support of others to help them stop smoking. Around the fleet, sailors are being trained to conduct "Fresh Start" smoking cessation workshops, designed to aid shipmates who want to quit, but may not be able to do it alone.

Fresh Start is a four-session program developed by the American Cancer Society. Presented in weekly one-hour sessions by trained facilitators, Fresh Start provides smokers with a two-fisted punch: information and strategies to conquer the desire to puff.

USS Arleigh Burke (DDG 51), the Navy's newest and most technologically advanced destroyer, is leading the way in the enforcement of the Navy's "no-smoking" guidelines.

The first session of the course deals with understanding why people smoke and how smoking affects the smoker. By session two, a target date for quitting is established and suggestions for dealing with the first few days without cigarettes are discussed. Sessions three and four cover the obstacles the individual may encounter in his efforts, and what life holds in store after kicking the habit.

According to Roberta Gallmeyer, patient education coordinator at Sewells Point Naval Medical Clinic in Norfolk, more "quit-smoking" workshops are planned for in the Navy's future. "The Navy has directed all medical clinics to conduct these smoking cessation workshops," she said. "In this area, we're using the program developed by the American Cancer Society."

Gallmeyer said that of the more than 50 instructors she has trained in the past year, about 60 percent were ex-smokers. "Another 20 percent were trying to quit," she said, "and the other 20 percent were non-smokers."

Gallmeyer stresses that while Fresh Start can provide support and information on ways to quit smoking, it is not a guaranteed solution to kick-

ing the habit.

"It's still up to the individual to make the program work," Gallmeyer admitted. "We've found that the more sessions a smoker attends, the more successful they've been at quitting. About one-third of those who attend the Fresh Start program quit smoking. But the success rate, after one year, is about 50 percent, or one-sixth of those who go through the program. Not smoking continues to be an on-going struggle for some, even after they've gone a year or two without a cigarette.

"That's why each command should have their own smoking cessation coordinator," said Gallmeyer. "Command-sponsored workshops seem to work well. I think it's because there is already a built-in support group for those who are trying to quit, namely the people with whom they work," she added.

Individuals interested in attending smoking-cessation workshops or becoming workshop facilitators are encouraged to contact their local medical facilities. □

Orr is assigned to NIRA Det. 4, Norfolk.

Mother Nature's fury

Mount Pinatubo imposes a Fiery Vigil in the Philippines

Stormy negotiations between U.S. and Philippine government officials were interrupted by a three-edged sword from Mother Nature in June. Just as typhoon Yunya rocked Luzon, Mt. Pinatubo awoke from a 600-year sleep to throw millions of tons of smoke and ash nearly 100,000 feet into the air, rattling the Philippines' largest island with earthquakes and sending thousands fleeing from Clark Air Base and the surrounding area.

The column of volcanic fury was described by some service members as "a mushroom cloud, like that from an atom bomb."

Pinatubo's eruptions sent more than 16,000 military personnel, DoD and embassy civilians and their families 50 miles southwest of the Air Force's largest facility in the South Pacific to the U.S. Naval Facility at Subic Bay. The orderly evacuation began June 10, following several small eruptions that led volcanologists to believe a major eruption could occur within 24 hours.

Leaving a small security detachment behind, miles of cars and buses headed for Subic, where sailors and Marines readied for a population explosion. Four people died following the first eruptions, including an American sailor, Personnelman 1st Class Frank P. Espejo.

The evacuation doubled Subic's population, with Navy and Marine Corps families opening their homes to evacuees. Subic's barracks, officer quarters, gymnasiums and chapels also housed the overflow as evacuees waited for Pinatubo's next move.

Above: Judy Calhun, an evacuee from Clark Air Base, arrives at Subic Bay reflecting on the past 48 hours and the trauma caused by the eruption of Mt. Pinatubo. **Right:** The front compound of the Clark Air Base hospital after the eruption of Mt. Pinatubo.



Photo by PH3 Marty Norman



The evacuation was the correct action, with major eruptions from Pinatubo occurring June 12 and 13. The evacuees' sunny "safe haven" in Subic darkened as ash, dampened by rain from *Yunya*, swept through the naval station in a shower of mud. Power distribution was down from the onslaught, leaving homes without lights, water and, in some cases, without phones.

Residents and their guests from Clark worked and lived by candlelight for two days until the sun finally broke through the ashen atmosphere to reveal the results of Pinatubo's wrath.

The once-green jungles surrounding the naval station were now a toneless gray amid a chaos of fallen trees. Neighboring villages, once bustling with commerce, were now silent, muddy shadows of their former selves.

Clark was covered by a three-inch thick layer of ash that caused hazardous road conditions. More than 40,000 people evacuated the city of Angeles at the base of the 4,795-foot volcano.

A cloud of ash and rock rises from the mouth of Mt. Pinatubo as USS *Arkansas* (CGN 41) sails into Subic Bay en route to the naval station.



Photo by CAPT Elizabeth Swanson



U.S. Navy photo



Pinatubo killed more than 300 people during its fiery awakening from a 600-year silence. Two children were killed June 15 when the roof of Subic's high school collapsed. One of the victims was the daughter of an Air Force family. More than 300,000 people were displaced by ash and mud in the region, causing an estimated \$200 million in damage to crops and property. Heavy rains increased the danger of mud flows. More than 200 buildings at Subic Bay and Clark were destroyed by rain-moistened volcanic ash.

The once-busy port city of Olongapo was hit hard by volcanic debris, with many people leaving the heavily damaged city in panic. Runways at most Luzon airfields were buried under tons of ash, forcing the Navy to once again lead an unparalleled humanitarian effort.

In what has been described as one of the largest peacetime evacuations in history, more than 18,000 non-essential military personnel, family members and DoD civilians awaited transportation from Subic Bay Naval Base, leaving less than 1,000 Air Force security personnel assigned to Clark. Pinatubo's eruptions continued, covering the naval facility with six to 12 inches of volcanic ash.

The Navy reacted quickly to the emergency, with 17

One of the many bus loads of evacuees from Clark Air Base get a helping hand from the sailors of *Abraham Lincoln* at Naval Station Subic Bay prior to getting underway for Cebu.

ships of the U.S. 7th Fleet moving service members, families and civilian personnel to nearby Cebu and Mactan Islands for air transport out of the area. VADM Stanley R. Arthur, Commander 7th Fleet, directed two aircraft carriers, USS *Abraham Lincoln* (CVN 72) and USS *Midway* (CV 41), to the Philippines, along with ships from both carriers' battle groups and three ships from Amphibious Readiness Group Alfa, led by the amphibious assault ship USS *Peleliu* (LHA 5). Operation *Fiery Vigil* was underway — the latest in a long series of humanitarian missions conducted by sailors and Marines since the evacuation of Liberia began in June 1990.

The movement of evacuees began June 16, with USS *Arkansas* (CGN 41), USS *Rodney M. Davis* (FFG 60) and USS *Curtis* (FFG 38) transiting from Subic Bay to Cebu with 887 evacuees aboard to alleviate the crowded conditions at Subic Bay.

Evacuation efforts continued throughout the week, with landing craft from the amphibious ships ferrying people to those vessels unable to pull into Subic.



Photo by PH1 Ted Salois.

Evacuees cross *Lincoln's* flight deck on their way to berthing facilities.

Thirty-six bus loads of tired and hungry military personnel and their families lined Alava pier at Subic Bay. As the evacuees waited for their turn to come aboard, *Midway* passed out boxed meals and cold drinks — for many, their first cold drink in more than a week.

Among the first aboard were a group of Air Force non-commissioned officers who helped with the check-in procedure.

"It's amazing we went through this; a volcano, typhoon and an earthquake all at once," said Air Force Master Sgt. Gary Moore, from Clark.

"The Navy folks at Cubi and Subic really helped out. The hospitality was probably the most anybody could do."

The 45-year-old carrier anchored off Cebu after making her first of two 19-hour transits from Subic Bay. After 117 helicopter flights, more than 1,800 American military personnel and their families were safely transferred to Mactan International Airport.

Once arriving at Mactan Air Base, evacuees and their pets began the long wait for air transport to Guam. Also on the air base was a medical clinic — a pair of tents that one doctor compared to a fuel stop.

"We're sitting like a gas station on the edge of the flight line," said Air Force Maj. (Dr.) Robert Ireland of the 313th Medical Group from Kadena, Okinawa. "We pump people full of fluids and send them on to the next point in the chain of stops en route to their U.S. homes."

"The first day was horrible," Ireland said. "We worked 24-hours a day for the first three days [of processing evacuees]. It was killing us."

"The problem was that the evacuation [had to begin] before the process was set up. There were no tents, no clinic, no ladies room. . . ." Ireland added that the medical team looked at an average of 100 patients each day of the 10 days the processing center was in business. Doctors and assistants treated seasickness, dog bites, stomach-aches and "ash rash," inflamed skin areas that became infected. The biggest problem was heat stress, but the medical team was ready with the proper supplies and treatment.

"If we had come here to just hand out pills, we would have had some deaths," said Air Force Lt. Col. (Dr.) Tom Yasuhara, also of the 313th Medical Group. "But we came prepared. Considering the level of dehydration. . . I know we saved some lives."

RADM James B. Perkins III, Commander Naval Forces Marianas, formed a joint task force on Guam — the primary arrival point for those trying to reach the U.S. from the Philippines — to oversee the evacuation of Air Force and Navy families arriving from Cebu. Perkins re-

USS *Long Beach* (CGN 9), USS *Lake Champlain* (CG 57), USS *Merrill* (DD 976), USS *Gary* (FFG 51) and USNS *Passumpsic* (T-AO 107) left Subic with 1,700 more evacuees June 17, while *Lincoln*, USS *Ingraham* (FFG 41) and USS *Roanoke* (AOR 7) departed with 3,700 additional people on board for the 350-mile trip to Cebu. As of June 20, the Navy's evacuation operation had transported nearly 16,500 Air Force and Navy family members leaving the Philippines.

Lincoln's Hangar Bay 3 quickly became known as the "dog pound" after the 100,000-ton carrier took on more than 500 pets during *Fiery Vigil*.

"We've got hundreds of animal lovers helping out aboard *Lincoln*," said CDR Ron Wiley, commanding officer of Anti-Submarine Warfare Squadron 117. "I saw one guy sleeping on a piece of cardboard, and he had dachshunds lying all over him."

Midway neared Subic after working around-the-clock preparing for evacuees while underway from Yokosuka. During the five-day trip more than 1,000 cots were set up in the ship's empty hangar bay, along with a restaurant dubbed "Ernst's Eatery" by the crew in honor of their commander, CAPT Larry L. Ernst. The restaurant could feed nearly 700 people at a time.

Below: CDR Ron Wiley, CO of VAW-117, calms a pair of collies aboard *Lincoln*. Bottom and bottom right: Families find shelter on *Lincoln*.



Photo by PH1 Ted Salois

requested help from Guam residents in gathering much-needed food and clothing for arriving evacuees.

"I stand in awe of the sacrifices, initiative, enthusiasm and just plain hard work by virtually every serviceman and woman and their families on this island," Perkins said in one message. "This was a joint effort in every sense of the word.

During the joint task force's 18-day tenure, more than 18,000 people moved through Andersen Air Force Base en route for McChord, Travis and Norton Air Force Bases. Guam personnel provided nearly 22,000 meals, 7,000 morale phone calls, medical support for nearly 3,000 people, bus transportation and donations of clothing and blankets for those trying to get home from the disaster.

Nearly 100 Navy personnel and volunteers from commands throughout Washington State's Puget Sound area rallied to provide aid and assistance to Philippine evacuees.

Navy support teams organized to offer medical care, temporary lodging, food, transportation, financial and legal assistance, child care, interpreters, personal supplies, counselors and even pet areas.

Upon arrival at McChord, evacuees met with members of their respective services to obtain advance pay or per diem to smooth their transition. Orders and leave papers were issued so evacuees knew where to report in case they were not recalled to the Philippines.

Meetings were arranged with representatives of military and federal relief agencies, such as Navy-Marine Corps Relief Society and the Red Cross, for additional financial assistance and clothing. The process ended with personnel from local Navy commands augmenting McChord's Scheduled Airline Ticket Office (SATO) to provide around-the-clock service to help evacuees continue their long journeys home.

Other staff personnel and reservists manned Navy command center positions at McChord or extended hours at



Photo by PH1 Ted Salois



Photo by PH1 Ted Salois

Puget Sound's four major Navy facilities, including volunteers from the Ombudsman program and local Navy wives clubs.

Navy personnel and volunteers continued their assistance by helping evacuees with baggage checks, United Service Organizations (USO) support and escorting families through Seattle-Tacoma airport to their correct gates. Once home, local family service centers and personnel support detachments continued the support.

As the evacuation wound down, *Lincoln* and her battle group were detached to continue on the carrier's maiden deployment.

Pinatubo continued to dump millions of tons of ash on Clark Air Base, Subic Bay and the surrounding residential districts, more than a 2,500 square-mile area — making a low-tech tool become a high-priority item for Navy disaster workers — the snow shovel.

Following the evacuation, sailors, airmen and Marines attempted to dig their way out of a 12-inch blanket of ash that permeated buildings, vehicles, runways and electrical equipment. Shovels constructed by personnel from the destroyer tender USS *Cape Cod* (AD 43) and Subic's Ship Repair Facility moved ash from buildings and walkways as Pinatubo continued to pour debris into the atmosphere.

Evacuation support by 7th Fleet ships and the Military Sealift Command's *Passumpsic*, USNS *Spica* (T-AFS 9), USNS *Hassayampa* (T-AO 145), USNS *Ponchatoula* (T-AO 148) and MV *Jack Lummus* ended following the disestablishment of Joint Task Force *Fiery Vigil* June 27. Remaining evacuees left the Philippines from Naval Air Station Cubi Point via C-130 aircraft.

While thousands of Americans were evacuating in the aftermath of Pinatubo's violent eruptions, both Pacific and Atlantic Fleet Seabees joined forces to get area facilities up and running.

Seabees from Naval Mobile Construction Battalions (NMCB) 3 and 4 worked around-the-clock clearing roadways, supplying and repairing generators and clearing runways at Cubi Point. Within a week of Pinatubo's major eruption on June 15, Cubi Point was open for C-130 aircraft landings. Both NMCB 3 and Construction Battalion Maintenance Unit (CBMU) 302 continued to assist in disaster recovery throughout the region.

The wet volcanic ash caused the collapse of hundreds of buildings in the Subic area, including more than 160 at the Navy complex. Seabees worked to reestablish runway operations, clear roads, remove heavy ash concentrations from base structures and restore utilities. Construction experts from NMCB 5 erected "K-span" buildings in the dusty environment — the same structures that housed thousands of coalition troops during Operation *Desert Storm*.

In addition, the Military Sealift Command's contract ship *American Condor*, en route to Port Hueneme, Calif.,

with construction equipment from Saudi Arabia, was rerouted to Subic Bay. The equipment was used by embarked Seabees from NMCB 74 to respond to the disaster effort. In all, more than 700 Seabees arrived by July 1.

The Navy also provided humanitarian assistance to the surrounding communities, moving nearly 500,000 Meals-Ready-to-Eat (MREs), blankets, clothes, water tanks and medical supplies to the region for those displaced by Pinatubo's destruction.

Even as Seabees continued rehabilitation efforts on the facility itself, personnel and equipment from Subic Bay made their way to the devastated areas of Zambales Province to assist those affected by the disastrous eruptions.

By the end of July, more than \$1.5 million of materials had been sent to Pinatubo survivors. Food, clean water and necessities such as blankets and construction materials were the major priorities, but human sweat and labor ranked high on the list of assistance provided to the displaced victims, many of whom live under the continued threat of ash and mud slides.

Since beginning the relief operations, U.S. facility personnel worked with more than 30 relief organizations to distribute more truckloads of fresh food and vegetables, 16,000 MREs, 120 cases of baby food, 1,100 blankets and assorted construction material.

In addition to sustenance, the day-to-day needs of the evacuees were taken care of with "normal" items such as toothbrushes and toothpaste, water containers, soap and clothing. Officials estimated that more than 50,000 people were directly assisted by sailors and Marines — nine times the current population of the Subic facility.

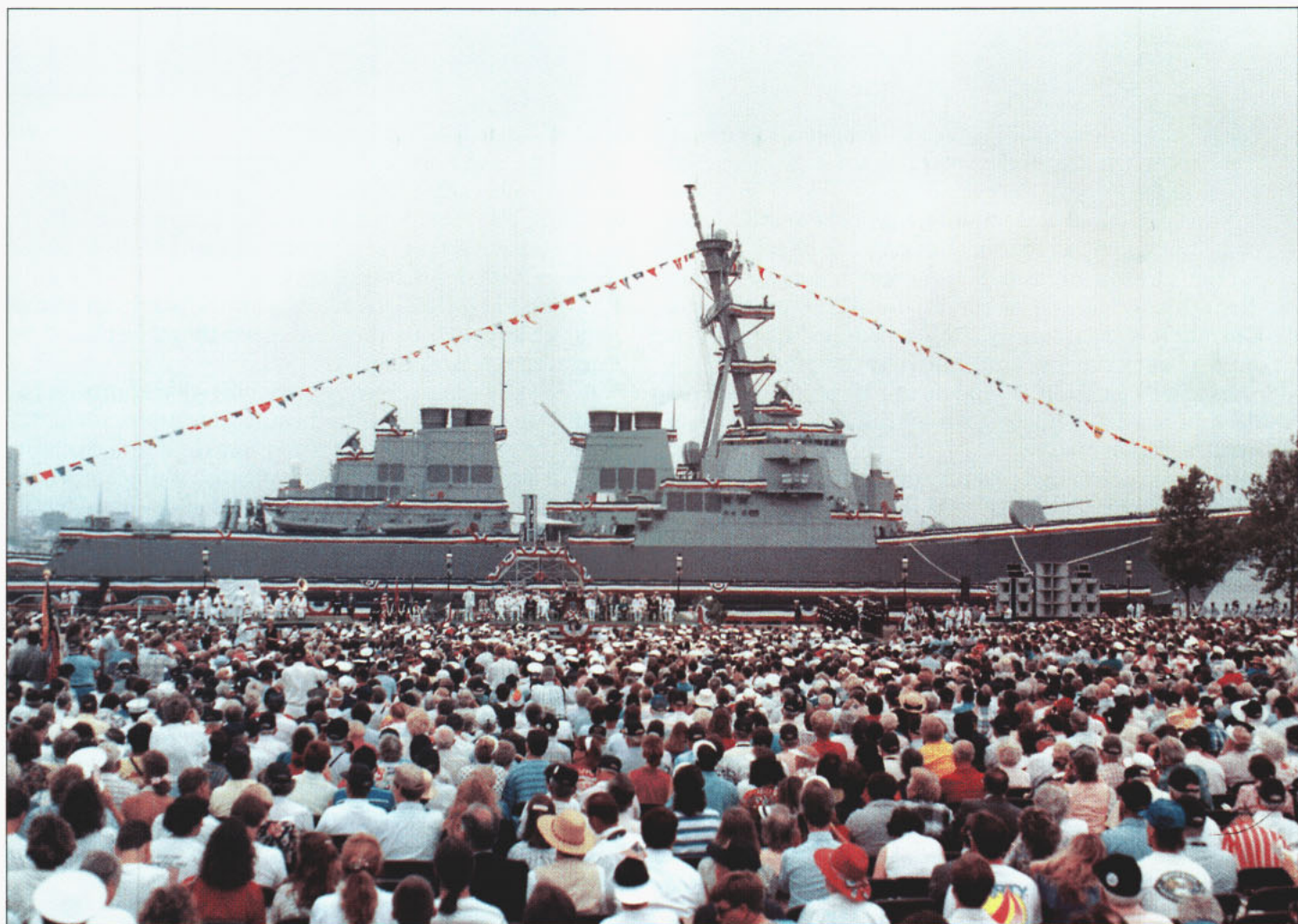
With the planning and direction of Betty Fielder, Commander U.S. Naval Forces Philippines community relations director, the sailors of the U.S. facility and Marines of Marine Air Ground Task Force 4-90 continue to assist their neighbors.

In a June 25 message to all Navy personnel, Chief of Naval Operations ADM Frank B. Kelso II commended the Navy's latest response to a crisis.

"I continue to be impressed by the responsiveness and flexibility of our forces. This unprecedented Philippine undertaking is no exception," Kelso said. "Operations *Sharp Edge*, *Eastern Exit*, *Desert Shield/Storm*, *Provide Comfort*, *Sea Angel* and *Fiery Vigil* have been 'Total Force' efforts. None of these accomplishments would have been possible without the professionalism and dedication that are the hallmarks of every sailor in today's Navy."

Volcanologists estimate that the worst is over, but the volcano will probably continue its activity for some time. No doubt, sailors and Marines will be on-scene to help out long after Pinatubo is once again silent. □

Story compiled by JO1 (SW) Joe Bartlett from reports by on-scene Navy journalists.



Knot like the rest

USS Arleigh Burke joins the fleet

Story by JO1 Steve Orr and JO2 Todd E. Hansen

"Fast and feared, this ship is built to fight — you had better know how."

These words, spoken by retired ADM Arleigh Burke, were repeated many times in Norfolk's Town Point Park July 4, as more than 10,000 on-lookers, including naval personnel, specially invited guests and elected civic government leaders, witnessed the commissioning of the Navy's newest destroyer, USS *Arleigh Burke* (DDG 51). ADM Burke, the *Aegis* destroyer's namesake, and wife Bobbie were also honored during the star-

spangled ceremony, as were several



Retired ADM and Mrs. Burke join the CNO, SecNav and SecDef at the commissioning ceremony.

retired Navy men who served under Burke during World War II.

CDR John G. Morgan Jr., USS *Arleigh Burke*'s first commanding officer, read his orders and officially took command of the multi-million dollar ship during the course of the ceremony.

The showcase commissioning, which received worldwide coverage, marks the first time that a ship's namesake has witnessed the commissioning of a ship in his honor, and only the third time a Navy ship has

Photo by PH1(AW) Joseph Dorey



Above: *Arleigh Burke* crewmen handle the ship's lines during sea trials. **Right:** Members of Burke's "Little Beavers" celebrated the commissioning of the ship named after their former CO.

been named for a living person.

After brief remarks by several guests, including William Haggett, chairman of Bath Iron Works (BIW), the Honorable Joseph Leafe, mayor of Norfolk, ADM Paul Miller, Commander Atlantic Fleet, and ADM Frank B. Kelso II, chief of naval operations, the podium was turned over to Secretary of the Navy H. Lawrence Garrett III, who introduced keynote speaker Secretary of Defense Dick Cheney.

"Today we commission a ship that will help prepare us to meet future threats, in the same way that those who came before us prepared for *Desert Storm*," said Cheney. "USS *Arleigh Burke* reflects, in more than just name, the high standards and warrior's heart of the man for whom it is named. This advanced destroyer will help ensure America's maritime superiority in the years ahead."

Cheney cited many examples of



the accomplishments achieved under ADM Burke's leadership, which included the addition of the A-6 *Intruder* to the Navy's arsenal and the planning and launching of four of the aircraft carriers used in *Desert Storm*. The destroyer *Burke* continues in the same tradition and is loaded

with technology that will lead her class of ship into the 21st century.

Leading the pack will be nothing new for *Burke*, whose namesake was nicknamed "31-Knot Burke" because of his willingness to take the fight to the enemy during revolutionary nighttime high-speed maneuvers. The

"... if you name a ship after Arleigh Burke it had better be good."

moniker was born in 1943 when Burke led "The Little Beavers", of Destroyer Squadron (DesRon) 23 into the Battle of Cape St. George. He pushed one ship with a damaged boiler past its top speed of 30 knots. This caused ADM William Halsey to dub him "31-Knot Burke".

In that battle, since described by many naval historians as "near perfect surface action," DesRon 23 sank four Japanese destroyers and badly damaged two more without taking a hit. Burke, known as the Navy's first surface warrior, lived by the rule: "Get going sooner than anticipated, travel faster than expected and arrive before you're due."

Burke's many achievements and accomplishments over his 42 years of naval service were highlighted when he was selected as the Chief of Naval Operations (CNO) in August 1955, by passing 92 senior admirals. Burke went on to serve an unprecedented three terms as the CNO before retiring in 1961.

Thirty years later it seems only natural that the most technologically advanced destroyer in the world be named after ADM Arleigh Burke, the man who rewrote "tin-can" battle tactics. This version is no "tin-can." As Kelso said during his commissioning day remarks, "Let's face it, if you name a ship after Arleigh Burke, it had better be good."



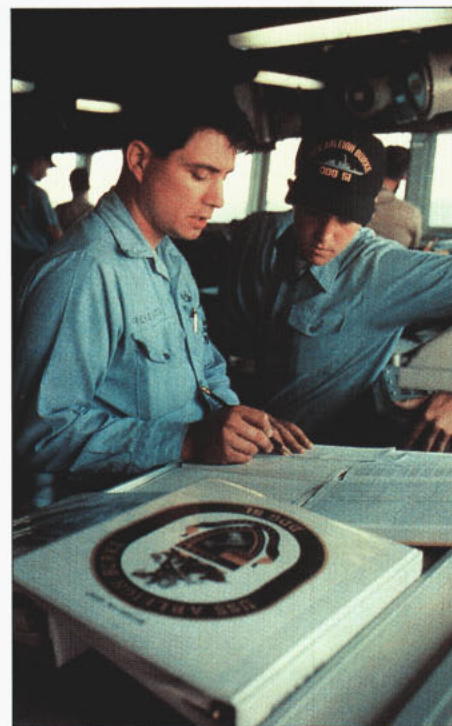
Above: A helmsman confirms course changes. Right: The quartermaster makes a log entry.

Burke was a major influence in his namesake's design. "We built it to his specification," explained Kelso. "Burke has not been a bystander in her evolution, but a major contributor. This destroyer embodies his vision and his foresight, as well as his indomitable fighting spirit."

Constructed by BIW, the destroyer's keel was laid by Burke himself July 31, 1988. Using the latest techniques in shipbuilding, BIW worked day and night to accomplish Burke's construction, culminating with its christening Sept. 16, 1989.

Loaded with the latest high-tech equipment, *Arleigh Burke* is also manned by a crew of high achievers, totalling 26 officers, 24 chief petty officers and 291 enlisted men. "Ships do not win wars," Burke has said. "The Navy is people. The Navy is manned by people and receives its force and its drive from people."

Those chosen to serve on the first-of-its-kind destroyer are honored with the roles they've been asked to fill. "We're setting up a system that will effect how this entire class of ship will operate for years to come," said LT Tom Ives, Burke's combat infor-



mation center officer. "True, this puts pressure on the entire crew, but *Arleigh Burke* sailors are a different breed. They're men who love the challenge a ship like this one has to offer. We're officers and men working together as a model team."

Interior Communications Electrician 3rd Class Lawrence Cooper, who works on the ship's internal communications systems, echoes that

“... Arleigh Burke, the most powerful destroyer ever to go to sea ...”

sentiment. “After nearly two years of working in the ship yard, we’re finally going to get the chance to show the rest of the world what being an *Arleigh Burke* sailor is all about.”

Preparing the ship for duty has been a long and challenging road. “It was a tough assignment,” admitted Chief Storekeeper Domingo Dulay of supply department. “Many times, we felt as if we were asked to create a farm by clearing out the woodland. Duty was hectic — all of our milestones had to be completed on time, which often meant extended working hours, especially if we ran into unforeseen problems. But it was rewarding — we learned from this experience. As a result, the next ships of this class shouldn’t have it as hard.”

The benefits of working on such an advanced warship as *Arleigh Burke* outweigh the hardships. “I really enjoy my work and the state-of-the-art equipment I work with,” said Fire Controlman 2nd Class Barry Schrag enthusiastically. “The people I’m working with are top-notch professionals — they don’t let things slide.”

With highly-qualified people at the controls, *Arleigh Burke* is an impressive piece of engineering. While larger than its predecessor, the 505-foot-long destroyer is swift and maneuverable, able to knife through water at speeds in excess of 30 knots, propelled by four LM2500 gas turbine engines with 30,000 shaft horse-power.

When the rest of the class is completed, *Burke* destroyers will operate offensively as units of carrier battle groups and surface action groups. The vessels will also support underway

replenishment groups and Marine amphibious forces in multi-threat environments that include air, surface and sub-surface elements.

Fast, hard-hitting and deadly, the destroyer has always been the workhorse of the U.S. fleet. Retired ADM Carlisle A.H. Trost, former Chief of Naval Operations, called the new *Arleigh Burke*-class destroyer “the most powerful destroyer ever to go to sea.”

By skillfully integrating the advanced capabilities of the *Aegis* combat system and vertical launching system with the *Tomahawk* cruise missile, *Burke* class ships will carry awesome fire power to the fight.

Burke carries the *Aegis* technology system beyond the horizon. In Greek mythology, Zeus was the king of the gods. His weapon was the thunderbolt, his defense was the shield called *Aegis*.

Aegis of the 20th century is a complex system of computers, electronics and weaponry. It provides instant response to threats from aircraft, surface vessels or submarines.

Arleigh Burke is a survivable fighting ship. The *Aegis* combat system incorporated phased-array radar with superior range, detection reaction time and firepower. Centered around the SPY-1D radar — the most sophisticated radar in the world — *Burke* can automatically scan, detect and track targets more than 200 miles away. A milestone in fleet modernization, this state-of-the-art radar will search out enemy movements beyond the horizon and instantaneously feed back vital information

to its waiting crew.

Burke’s *Aegis* system can also direct the operation of fighter aircraft and helicopters in protection of the battle group.

Burke’s weapon systems include standard surface-to-air missiles, *Tomahawk* and *Harpoon* surface-to-surface missiles, *Phalanx* rapid-fire guns, 5-inch rapid-fire guns and torpedoes. These systems are also supplemented by electronic warfare countermeasures, decoys and passive detection systems.

In addition to its advanced radar and weapons systems, *Burke*’s other capabilities are impressive. Its all-steel hull provides superior protection, the design incorporating a number of new developments that resulted from hard lessons learned in the Persian Gulf after USS *Stark* (FFG 58) was damaged by an Iranian-laid mine.

Thanks to an innovative vacuum system, *Burke* has the capability to perform in a nuclear battle scene or to be totally protected from chemical attack. The destroyer also features an enhanced fire fighting system which includes sprinkler systems in living spaces and work spaces.

“In the coming years, there will be new crises and different battle-grounds,” concluded Cheney during his commissioning address. “But Americans will still look to our naval forces to sail in harm’s way and fight if our freedom is in danger. Today, *Arleigh Burke* sets out on that enterprise as our newest commissioned fighting ship. All who sail it take a proud place in the history of America’s Navy, and among the brave men and women who have kept our nation free.” □

Orr is assigned to NIRA Det. 4, Norfolk. Hansen is assigned to NavPaCen, Norfolk.



'31-Knot'

The man behind the machine

Story by LTJG John M. Wallach

Behind his sparkling blue eyes, now obscured by black-framed spectacles, lies a lifetime of Navy history, experience, knowledge and tradition.

From the United States Naval Academy through his World War II naval conquests in the South Pacific to the office of the Chief of Naval Operations, ADM Arleigh Burke has seen and done it all — or very close to it.

As a World War II destroyerman, his warfighting prowess contributed to the setting of the Rising Sun. As Chief of Naval Operations, a post he held for an unprecedented six years, his foresight into anti-submarine warfare tactics and technology, nuclear power for ships and submarines and strategic deterrence helped shape the future of today's Navy. And on July Fourth of his 90th year, Arleigh Burke received a rare honor when he saw the Navy commission his namesake ship, USS *Arleigh Burke* (DDG 51). It is only fitting that the most capable and survivable warship in the world should bear his distinguished name.

The decorated Navy veteran now walks with the aid of a cane, clutched firmly in his right hand. A modest apartment in Fairfax, Va., serves as his bridge and stateroom, where he and his adoring wife, Bobbie, have lived since 1986. Though his body has aged since his days on the high seas, his mind and spirit have not. With his wife maintaining a vigilant, loving watch over her husband, Burke reflects on his distinguished career

and tells of the simple philosophy he carried with him through his 42 years in the Navy.

"Work," he says firmly. "Work hard. You've got to learn the fundamentals of your job in the Navy to do it well."

Throughout his career, it was this work ethic and his consummate leadership skills which won Burke the respect and admiration of his fellow shipmates, junior and senior alike.

"The difference between a good officer and a poor one is about 10 seconds."

Some might call him a leader's leader; others might call him a visionary. Some might say stubborn and opinionated; others might say dedicated and demanding. All would be right. In fact, it was his unique personality — always determined, never daunted — which prompted one contemporary to say, "You'll either be dead by age 50, or you'll be Chief of Naval Operations." Now 89, the latter was obviously his destiny.

Born to a Colorado farming family in 1901, Arleigh Burke learned early

the traditional values he harbored for the rest of his life. Hard work, discipline and perseverance came through necessity. During his austere childhood, Burke rode horseback to school, worked on the family farm and read books — lots of books. His desire for a higher education, his family's financial inability to fund his college tuition and his dislike for farm work combined to steer Burke toward the military academies.

Appointed to Annapolis in 1919 and commissioned four years later, ADM Burke began his journey through the Department of the Navy. His first stop was aboard the battleship USS *Arizona* (BB 39) where, as a junior officer, he learned a valuable lesson, one that would foreshadow his entire career — that the most difficult and demanding jobs are often the most important ones.

Aboard *Arizona*, ENS Burke approached each task as if it would be his last, satisfied with nothing less than perfection. Because of his proficiency in leading working parties through rigorous inspections and cleanings of the ship's double bottom compartments, arguably one of the most arduous and definitely one of the dirtiest jobs aboard ship, Burke was "rewarded" with the dubious honor of overseeing all double bottom inspections for the entire length of the dreadnought.

Reminded of the occasion, Burke says today, "You only have one job," raising his right index finger to make his point. "Very seldom do you get the job you want. Do the best you can do in the job you have. If it isn't very

Left: Retired ADM Arleigh Burke talks with *All Hands*.



CAPT Burke (front row, 2nd right) poses with officers of Destroyer Squadron 23 in 1943.

important, do it better. When you do a job well, it makes itself important."

Throughout his career, Burke would be detailed to many assignments he did not want, notwithstanding Chief of Naval Operations.

From *Arizona*, Burke progressed up the rungs of the Navy ladder toward what he considered the apex — command at sea. He attained his goal June 5, 1939, when he took command of the destroyer USS *Mugford* (DD 389) in San Diego. After a little over a year as *Mugford's* CO and a brief stint at the Washington Navy Yard (then the Naval Gun Factory) it was off to war.

As commander of Destroyer Division (DesDiv) 43, Burke was in his own heaven. From his flagship, the destroyer USS *Waller* (DD 466), he commanded four destroyers under Commander South Pacific ADM "Bull" Halsey, as the U.S. Navy began its climb up the Japanese-occupied Solomon Island chain. It was here that Burke learned another valuable lesson.

Sailing through the Central Solomons, Burke ordered his flagship into the Kula Gulf under cover of darkness. His mission: scout the waters for enemy ships. Minutes later one of Burke's young radar operators reported a contact ahead. Instead of opening fire immediately, Burke was skeptical and questioned the young sailor's judgement. When he finally gave the order to fire torpedoes, U.S.

cruisers had acted on their own radar indications, turning their powerful guns on the Japanese destroyers.

Although both enemy ships were sunk and the U.S. ships escaped without a scratch, Burke knew that he had erred. By not firing his torpedoes at the initial radar contact, he had forced the cruisers to open fire, thus identifying their positions. From that point on, Burke trusted the reports and recommendations of his sailors implicitly. The incident prompted his now-famous quote: "The difference between a good officer and a poor one is about 10 seconds."

After his success with DesDiv 43, Burke was given command of the eight ships of Destroyer Squadron 23, the command for which he is best known. It was with the "Little Beavers" that he was issued his enduring nickname, "31-Knot" Burke.

Dissatisfied that his ships, rated at 35 knots, could make no better than 30 due to inadequate maintenance, Burke ended all transmissions to South Pacific headquarters with, "Proceeding at 30 knots." When on one occasion his "Little Beavers" were ordered to possible action, Burke pushed his ships to their limit and ended his next transmission with, "Proceeding at 31 knots." The reply from Halsey came back addressed to "31-Knot" Burke. Although he had before and would again sail faster, the

moniker stuck.

But Burke was deported from his destroyer paradise in 1944 when he received orders to serve as chief of staff to Commander, Carrier Division 3, VADM Marc Mitscher. As Burke remembers, it was one of those jobs he did not want.

"He [Mitscher] was an aviator; I was not an aviator," he explains. At the time of Burke's transfer, to ensure well-rounded staffs, the Navy made it a policy to assign surface officers to the staffs of aviators and vice versa. "I didn't want to serve under Mitscher, and he didn't want anything to do with me. He wouldn't speak to me."

But what started as a relationship based on disdain and resentment slowly evolved into one of mutual respect. Burke explains how the ice was finally broken between himself and Mitscher — the man he now calls one of his best friends and the most influential person in his Navy career.

"I exceeded my authority on the bridge and gave orders he [Mitscher] really should have given," Burke remembers. "I turned around to him to take my punishment. I thought I was going to at least be called on the carpet real hard. But he just looked at me and said, 'It's about time.' From that time on we were very good friends."

Burke served as Mitscher's chief of staff through the rest of the war. Together with his boss and friend, he fought some of the most famous World War II naval battles, including the Battle of the Philippine Sea and the Battle for Leyte Gulf. He supported the Marine assault on Iwo Jima and saw his fleet come under suicide attack by Japanese *Kamikaze* pilots. And while serving aboard Mitscher's flagship USS *Bunker Hill* (CV 17) near Okinawa May 11, 1945, Burke became a true hero.

Two *Kamikazes*, loaded with fuel

and explosives, slammed into the flagship, sending burning fuel and debris across the flight deck. Burke, noticing that the flames had reached the radio room, raced to save his shipmates. Armed with only a handkerchief, which he held over his nose and mouth, Burke and another officer, dragged the trapped radiomen out of the fiery, smoke-filled room and up a ladder to safety.

After the war, Burke was assigned to desk duty in Washington. He then served with Mitscher one last time in a hastily-created 8th Fleet before going back to sea in the cruiser USS *Huntington* (CL 107), where he continued his quality approach to leadership. A firm believer that a well-informed sailor was a harder-working, happier sailor, Burke made a regular practice of assembling his men to brief them on the ship's mission, upcoming port visits or answer any questions they might have.

From *Huntington*, Burke was again summoned to Washington, this time by the Chief of Naval Operations to head the CNO's organizational research and policy section. But when aggression once again reared its ugly head, this time on the Korean peninsula, Burke, a seasoned combat veteran, was dispatched to Tokyo to help prepare for war.

In the summer of 1951, after U.N. forces under Army Gen. Douglas MacArthur established a line of defense south of the 38th parallel, Burke was summoned to Korea as a peacemaker. As part of the U.N. delegation, he took his place at the negotiation table at Kaesong. He would return to Washington in December, angry and frustrated at the progress of the talks. The armistice treaty was finally signed in Panmunjom July 27, 1953.

For Burke, his return to Washington meant more duty behind a desk instead of on a bridge, this time as director of the Navy Department's strategic plans division. The job was demanding, as Burke was in charge of

planning how the Navy would fight its next war. After more than two years of shore duty, he was again sent to sea.

Burke spent less than a year in command of Cruiser Division 6 in the Mediterranean before receiving what he now calls one of his most enjoyable tours in the Navy — Commander Destroyer Force Atlantic (ComDesLant) Fleet. Now the legendary destroyerman was in charge of all of the tin cans in the Atlantic. It was from this treasured billet that he received the greatest surprise of his career.

It came in 1955 when Secretary of the Navy Charles Thomas posed the question, "Do you know of any reason why you should not be CNO?" Burke held several answers back. He was deliriously happy as ComDesLant; he was not eager to take over the post held by his old friend, ADM Robert B. Carney; and he had misgivings about the possible adverse political effects of being selected over more than 92 admirals senior to him. But, as history and destiny would have it, Burke was sworn in as CNO Aug. 17, 1955, at the tender age of 54.

At the Navy's helm, Burke focused

ADM Burke as Chief of Naval Operations, 1955.



U.S. Navy photo

his efforts on the future of the modern Navy. He made anti-submarine warfare technology and tactics his number one priority and ordered the study of nuclear power for use in surface combatants. But arguably his most important contribution as CNO was his support for the beginning of the Navy's fleet ballistic missile program. Burke pushed for development of what eventually became the *Polaris* missile, forerunner of the *Poseidon* and *Trident* missiles of today.

Burke went on to serve two additional terms as the Navy's top officer and gracefully declined President John F. Kennedy's offer of a fourth, opting to retire instead after more than four decades of service.

Today, sitting next to Bobbie on a sofa adorned appropriately with a USS *Arleigh Burke* afghan, he is justifiably proud of his accomplishments, but he will not dwell on them. Instead he chooses to deflect credit to those who served with him, the many nameless, faceless people behind the scenes whose efforts he says helped him achieve greatness.

"There is no rule that will ensure success," he states with a knowing smile. "The philosophy you have to have in the Navy, is you've got to do the best you can do with what you've got. It's too bad if you don't have all the things you think you need. Do the very best you can do, and expect your shipmates to do the same thing."

Today, Arleigh Burke lives ashore with his beloved Bobbie. Occasionally, he ventures into the public eye — most recently at the commissioning of his namesake destroyer. As he relaxes in his twilight years, the great warrior can take comfort in knowing that he has left a positive, lasting impression on the service he loves so much. In USS *Arleigh Burke*, his name, his legend and his spirit will sail on. □

Wallach is director, print media division, Navy Internal Relations Activity.



Fisher House

New hospice at the National Naval Medical Center

Story by JO1 Sherri E. Bashore

Thanks to the generosity of two longtime friends of the Navy — Zachary and Elizabeth Fisher — sailors and their families now have a comfortable place to stay when an injured or critically ill loved one is hospitalized at the National Naval Medical Center (NNMC), Bethesda, Md.

The second of five houses donated by The Zachary and Elizabeth Fisher Armed Services Foundation was dedicated in ceremonies at NNMC in June, where President and Mrs. George Bush were guests of honor. The Fishers established the foundation after the terrorist bombing of the Marine Barracks in Beirut, Lebanon, and the missile attack on USS *Stark* (FFG 31) to help service members and their families in times of need. The foundation also aided USS *Iowa* (BB 61) family members following the tragic explosion aboard the dread-

nought which killed 47 crew members.

"The Fishers have committed themselves to the care and well-being of military families dealing with a crisis," said Secretary of the Navy H. Lawrence Garrett III. "They did it with extraordinary generosity. This house that you have made possible, Mr. and Mrs. Fisher, will provide comfort and support to thousands of future service members and their families. On behalf of them, I offer you my very deepest gratitude and respect. And believe me, Zach, both you and Elizabeth are shipmates in the truest sense of the word."

Mr. Fisher, one of New York City's leading real estate developers, feels that the family is a vital part of our fighting force. "This is really a family day for Elizabeth and me," he said. "Today marks a dream come true. Let me quickly explain that we only

share the dream. The idea of comfortable family housing at military hospitals came first from [the former Chief of Naval Operations] ADM [Carlisle A.H.] Trost's wife Pauline. She explained [it] to me, and we saw immediately that the need perfectly fits the objective of our Fisher Armed Services Foundation."

"This house will become a home to families facing the triple blow of critical illness, financial pressures and separations," Bush said. "We had the pleasure of meeting two such families inside, and I must say, to hear them talk about what this means to them says it all."

Residents pay a small daily charge during their stay. Active-duty and retired military members of all branches of service and their family members are eligible to use the services of the home. The \$500,000 house has seven family units, [five single

and two double-room suites), and can accommodate 16 people. Each unit has a private bedroom and bath. All families use a common kitchen, dining room, living room and laundry facility. It is conveniently located within walking distance of the medical center and recreational facilities.

The manager of NNMCM Bethesda's Fisher House, Karen Stansbury, explained the process leading up to a family's stay there. "Referral guidelines and forms have been made available to all [NNMCM] department heads," she said. "Once a referral has been made, patient administration and the chaplain review the application. The total family picture is looked at." This includes the family's local accommodations, financial situation and the condition of the patient. "They [patient-care professionals] will make a selection among all the requests they have on hand. They do that on an as needed or space available basis." Families with the greatest need will have priority, Stansbury said.

Two families moved into the Fisher House just prior to the dedication ceremony. "We moved these two families in Friday as the carpenters were moving out," she said. "I could see immediately that the house is working because they're beginning to help each other through what they are going through."

Chaundale Cleveland was one of the Fisher House residents. Her husband Daniel is hospitalized in serious condition. Daniel's parents Gary and Arden Cleveland came in from Washington State to be by her side, along with her brother-in-law Dale and sister-in-law Taunya.

"I was thrilled and very touched when I found out this house was available," Chaundale said. "It's nice to have people around who you can talk to and share your concerns."

Tamara Burnsworth, whose husband Michael is in critical condition



Zachary and Elizabeth Fisher

echoed those sentiments. "Michael and I were married in August [1990] and the Navy is still new to me. Fisher House is a big help emotionally. It really helps having other families around who share the same problems."

Prior to the opening of the Fisher House, Burnsworth resigned herself to living in hotels, the Navy Lodge and sometimes the barracks, where regulations allowed her to stay because she accompanied her husband to Bethesda under military orders.

Burnsworth noted that private phone lines in the rooms at the Fisher House allow direct communication between the doctor and the families and are a big plus. Cleveland's mother agreed. "[Daniel's] condition can change at any minute. It's good to be close."

Stansbury, the only paid employee of the Fisher House, is in the process of organizing volunteers to do some of the work in the house and to help her plan and carry out recreational group support activities for its residents. She is also in the process of educating NNMCM's hospital staff on how to use the Fisher House and about the referral process.

"People must realize it [occupancy] is not done on a reservation basis," she said. Authorized patrons stationed all over the world must be referred by their doctor, chaplain or a social worker.

Another situation that has to be considered is the length of stay for each family. "We have to look at the situation weekly and approach it in a triage manner," said Stansbury. "In other words, looking at the appli-

cants, looking at the people in the house and looking at the whole picture of the family so that the greatest need is served. We may have to ask a family to move out, based on whether the patient is improving.

"Families are told up front that the house has a 16-person capacity. If families double up to allow another family's use, that's great," Stansbury said.

The Zachary and Elizabeth Fisher Foundation opened a home at Naval Hospital, Portsmouth, Va. Other locations soon to have these stable, comfortable and low-cost havens are Naval Hospital San Diego; Wilford Hall Air Force Medical Center San Antonio, Texas; and Walter Reed Army Medical Center, Washington, D.C.

President Bush summed up best what the Fishers, their foundation and now the Fisher homes are all about in his dedication remarks.

"I've spoken to a lot of people about our concept of 'points of light' — those who give of themselves to help others. Elizabeth and Zach are brilliant points of light — they saw a need and then they moved in to fill it. They didn't wait for Congress, they didn't wait for a study or committee hearing. They saw a problem, moved in and solved it. This kind of dedication and ingenuity has made ours the strongest, and I think, the most caring nation in the world.

"They were inspired by a simple wonderful truth [that] the most important part of life is being with someone you love, helping someone you love, sharing life with someone you love.

"I want to join the rest of you in thanking the Fishers who really represent the wonderful concept in America." □

Bashore is a staff writer for All Hands. Kevin Sforza, editor of The Journal, National Naval Medical Center, Bethesda, Md. contributed to this story.

Running toward long-term goals

Story and photo
by J02 Lynne Gladstone

Energetic, optimistic and determined — that's how Electrician's Mate 1st Class (SW) Andre Alexander described himself from his office at the Armed Forces Reserve Center, Floyd Bennett Field, Brooklyn, N.Y. It took all three characteristics combined with a great deal of hard work during a five-year period for Alexander to reach his goal of being selected to attend the Navy's year-long Explosive Ordnance Disposal (EOD) schools.

Along the way, Alexander racked up an impressive series of accomplishments — including selection as sailor of the year for the Naval Reserve Readiness Center, earning two Navy Achievement Medals, designation as a Navy Enlisted Surface Warfare Specialist, plus naturalization as an American citizen — all in pursuit of his long-term goal.

This is a dramatic change from the very reserved and unsure young man that left his family in Queens, N.Y., nine years ago to join the Navy because he had no idea of what to do and felt his life was going nowhere. "I wasn't doing anything with my life," he said. "I wasn't going anywhere, but wrong." Now Alexander knows exactly where he's headed.

After successfully completing Navy Dive School in Panama City, Fla., Alexander will go to Eglin Air Force Base, Fla., for demolition training. There, he will learn to identify, disarm and destroy modern explosives, as well as explosives from World Wars I and II. He will complete his training with an additional six months of intensive EOD training at the Naval Ordnance Station, Indian Head, Md.

Reaching his goal required Alexander to meet both physical and administrative standards for considera-



EM1(SW) Andre Alexander

tion. EOD technicians must be athletic as well as intelligent, since assignments often require them to dive hundreds of feet to the ocean floor in search of mines and unexploded ordnance, or hike through dangerous terrain in search of booby traps and bombs.

"When I came into the Navy, I was a Class 'D' swimmer," said Alexander. "I could barely float to get out of boot camp. It took a lot of effort, a lot of swimming and now I'm a Class 'A' swimmer going to Navy Dive School."

Beyond the physical preparation for selection, Alexander had one major administrative hurdle to jump — EOD technicians must be American citizens. Born on the island of Trinidad in the West Indies, Alex-

ander was forced to put his dream on hold until his request for naturalization came through. He was finally sworn in as an American citizen on January 15, 1991.

"That was the last obstacle. Almost immediately after being sworn in, I put on my uniform, got a haircut and took my [application] papers right down to Washington, D.C., — to the hands of the EOD detailee," he explained.

Alexander is currently the coordinator for active and inactive training for 1,200 naval reservists assigned to one of the largest Naval Reserve centers in the country. He is responsible for processing requests for and cancellations of orders, while maintaining and updating the entire file system for all training performed by the reservists he serves.

He oversees a working budget of \$250,000, and must ensure that all requests for Reserve support from the various naval stations here and abroad are made available to the reservists.

Balancing his professional goals with his personal life is always a challenge. His wife, Andrea, staunchly supports his goal to become an EOD team member. "Having the support of my wife and the support of the people who love me has helped me mentally," he said. "They know the job is dangerous, and they know it's what I want to do."

"I am determined to become a member of the Navy's Explosive Ordnance Disposal team," Alexander said stubbornly. "I'm the kind of person who enjoys a challenge. Anytime I feel I'm not being challenged, I get bored and frustrated."

Gladstone is assigned to Naval Reserve, Office of Information East 102, New York, N.Y.

Preserving the land

Navy shares and protects Vieques Island

Story by LT Hal Pittman, photos by LT E. Francois

Seven miles off the eastern coast of Naval Station Roosevelt Roads in Puerto Rico, is the 21-by-4.5 mile Vieques Island, supporting both a delicate ecosystem and the Navy

training facility. More than 8,000 civilians live on Vieques, which they share with the naval station and the Atlantic Fleet Weapons Training Facility (AFWTF). They also share the

space with many protected environmental areas and several species of endangered wildlife.

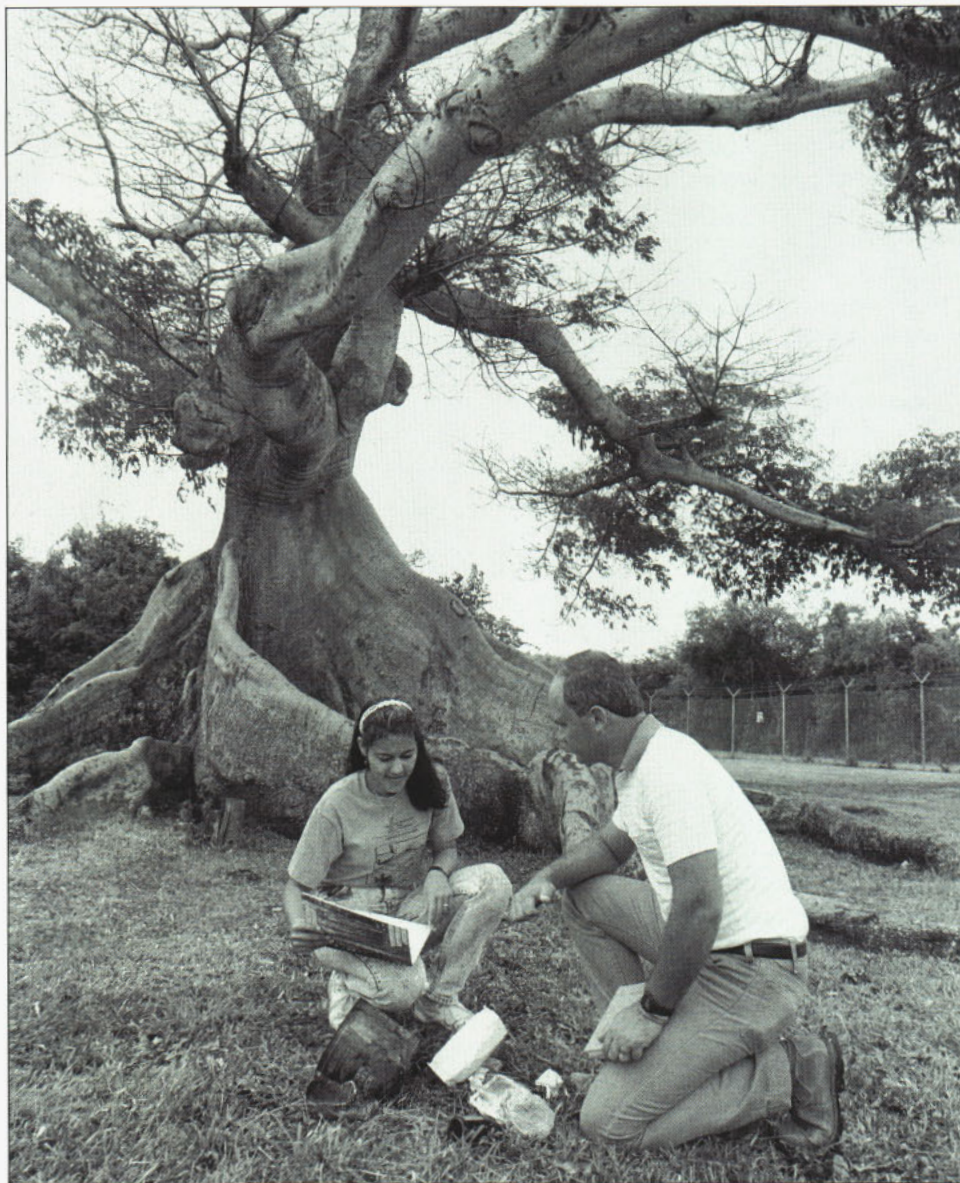
Managing this delicate ecological balance between military training exercises on the island and in adjacent waters is a top priority the Navy pursues daily.

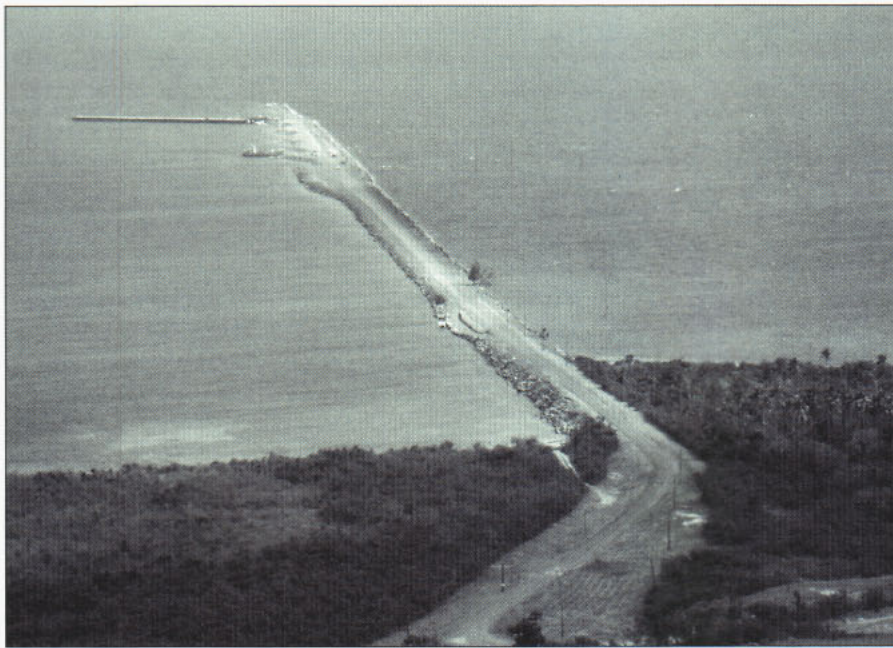
The Navy acquired Vieques through a series of purchases in the 1940s. The countryside is characterized by rolling hills, beautiful, secluded beaches, a small rain forest, wild flowers and a large population of tree frogs, mongooses and horses. Vieques is also home to the best phosphorescent bay in the world, inhabited by billions of luminescent microscopic organisms that cast their soft glow after dark.

Like Culebra to the north, Vieques is geologically a part of the Virgin Islands and is about twice the size of Manhattan.

Today the Navy uses a total of about 22,000 acres on the east and west ends of the island, roughly two-thirds of the island's land mass. The eastern 14,510 acres, appropriately known as the Eastern Maneuver Area, are used for land maneuvers, amphibious landings, naval ship gunfire training, small arms practice, close air support and air-to-ground ordnance delivery. Included in this area is a one-quarter mile square used

Environmental engineering employees Winston Martinez and Carmen Villanueva examine waste discarded next to a ceiba tree on Navy property outside the gate of the Naval Ammunition Facility.





Left: The mile-long mosquito pier on the NAF was built during the sugar production heyday and today receives boats bearing equipment, vehicles and supplies for use on Navy and public facilities. **Below:** Local Viequenses remove sand from drainage ditches on Navy property for use in local community projects.



by AFWTF for live ordnance delivery practice.

"AFWTF's mission is operating, maintaining and developing weapons training facilities and services in direct support of fleet training," said AFWTF Commanding Officer CAPT Tom Lagomarsino. "It is also used for developing, testing and evaluating weapons systems. Naval warfare skills and the battle readiness they represent are best acquired in the most realistic tactical environment which can be provided, and that is on the four ranges at AFWTF."

AFWTF controls more than 200,000 square miles of ocean surrounding Puerto Rico, which they use to train the fleet. Vieques is centered in the innermost training range, which bustles with military exercises throughout the year. Major exercises, such as *Ocean Venture*, held bi-annually in May, utilize most of the military facilities on the island — with amphibious beach landings, paratrooper jumps and special warfare scenarios.

"The Navy is committed to preserving and maintaining the environment wherever it operates," says RADM Ferg Norton, Commander Fleet Air Caribbean at Roosevelt Roads.

"Naval training is necessary to maintain capability which may be used as an instrument of national

policy on short notice," he continued. "This was made clear recently by the events in the Middle East. The Navy must train effectively and often, using the weapons and equipment we will use in case we are called upon. It must be done in areas that we can isolate for that purpose, and that is what we have done on Vieques — a place where operating areas are separated from environmental areas needing protection."

Naval Station Commanding Officer CAPT Michael O'Brien agrees. "The U.S. Navy at Roosevelt Roads and Vieques Island has gone beyond environmental requirements set forth in legislation," he states. "Five Navy environmental engineers, one agronomist and one biologist working at Roosevelt Roads are all from Puerto Rico and have a vested interest in Vieques. They ensure the Navy protects and, even further, improves Vieques' ecological systems."

The Navy employs two full-time people whose sole job is protecting the Vieques environment. Winston Martinez is an agronomist employed by Roosevelt Roads Public Works who oversees the maintenance of ecological systems.

"The job of land use manager is difficult because of the amount of land and different types of ecological systems that we have here," Martinez said. "There are many mangrove

areas and different wildlife species to protect. It requires a lot of time and energy."

Martinez manages ecosystems on all Vieques' Navy property, while Carmen Villanueva, an environmental scientist and biologist, manages and preserves wildlife. Working together, they mark sensitive areas "off limits" prior to exercises, and routinely inspect those areas.

Martinez has been on the job three years, and Villanueva was hired in 1990. They see that environmental laws are enforced and quality programs are followed to improve environmental conditions in support of the memorandum of understanding (MOU) signed in 1983 between the Navy and the Commonwealth of Puerto Rico.

Navy facilities on Vieques were opened for public use since their establishment some 50 years ago, but in the late 1970s, the need for documentation dictating usage of Navy land became apparent.

The MOU outlined environmental procedures and the use of government land on Vieques. The memorandum addressed the Navy's island role in four main areas: community assistance, land use, target area use and environmental matters. Because of extensive Navy involvement with the people and municipal government on Vieques, a plan for land usage was

necessary and was developed by the Navy under the MOU.

"The Land Use Management Plan (LUMP) identifies policies and procedures protecting environmental resources on all Navy-owned properties on Vieques," Martinez said. "It was designed to maintain the military mission of the land while enhancing it for joint military and civilian use."

Specific resource management plans contained in the plan include: cattle and range management; conservation zone management; mesquite utilization; forestry development; wildlife and endangered species protection; mangrove protection; water resource protection; cultural resource protection; and recreational use.

Martinez supervises the programs and is part of the Vieques Management Advisory Committee, an organization consisting of the U.S. Fish and Wildlife Service (USFWS), the U.S. Forest Service (USFS), the Department of Natural Resources (DNR) and the Navy. The group assists in managing the natural resources on federal land on Vieques.

Vieques land resources are managed in several ways. The Vieques Cattlemen Cooperative currently leases 10,000 acres of Navy-owned land for cattle grazing. Split between two Navy facilities, the no-cost agreement fosters the cattle industry on the island.

Seven conservation zones established on Navy property are classified as Class I for environmental importance. These areas encompass natural habitats of various plant and wildlife species designated as rare or endangered, and provide protection for unique Caribbean ecosystems.

"Land preservation is not really any more difficult with an exercise in progress," he says. "I make inspections during exercises to ensure the environment is protected. Units that train here are well briefed before commencing their maneuvers. They are always cooperative with regards to

those protected areas."

The Navy has also developed a forestry program, which Martinez monitors. In 1985, 100 acres of Navy land were planted with 20,000 mahogany trees based on the recommendations of the Puerto Rico DNR and the USFS. Nearly 40 percent survived. This year, an additional 50 acres were seeded with approximately 14,000 trees. More forestry projects are planned on military property for common use of military and civilian populace.

Vieques is home to 15 threatened



A variety of Navy operations are conducted on the Vieques naval training facilities and in the surrounding waters, but the Navy works hard to maintain the balance between operational and environmental requirements.

or endangered species. The Navy made significant efforts to keep these habitats inside conservation zones, and specific nesting areas are off-limits during exercises. Protected wildlife includes sea turtles, West Indian manatees and brown pelicans. "The Navy has a written agreement with the Puerto Rico DNR protecting sea turtles and their nesting sites," Martinez stated. "There are also interagency agreements with the USFWS for manatee protection, and since federal law governs Navy land on Vieques, penalties for endangering the environment or killing an endangered species on Navy property are much more severe than penalties prescribed by local law."

Of 36 mangrove forests on Vieques, 31 are on Navy property. Mangrove

forests are important ecologically because they serve as the habitat for terrestrial and aquatic creatures, as well as sediment traps or filters created to stabilize shorelines. Except for traffic on existing military roads, military maneuvers are prohibited in mangrove areas.

Other protected areas on Navy property include 33 archaeological sites eligible for inclusion in the National Register of Historic Places. Some sites are said to contain artifacts and remains of the original Taino Indians who arrived and settled in Puerto Rico thousands of years ago.

The overall scope of Navy plans are to maintain the current high environmental quality of government-owned land on Vieques. About \$250,000 a year has been allocated for the LUMP, and new ideas and suggestions are continually under review by the environmental engineering division at Roosevelt Roads.

The work put into environmental management on naval facilities at Roosevelt Roads and Vieques has not gone unnoticed. The program received an honorable mention in the 1990 Secretary of the Navy Environmental Quality and Natural Resources Conservation competition for natural resources conservation, and today the program is as active as ever with continuing initiatives.

"We comply with the laws that govern environmental protection," Norton concluded. "We also see that people who come here for training are educated about environmental concerns in the area and what is required [of them] to comply with the law and the LUMP which we've created. It is a continuing effort." □

Pittman is the public affairs officer, Commander Fleet Air, Caribbean.

Bearings

USS *Wisconsin* officer sends special message from Gulf

A special message of hope sent by LT Bruce Van Dam from the battleship USS *Wisconsin* (BB 64) may have helped a young girl back in the states lying comatose in a hospital.

While the Norfolk-based dreadnought was deployed to the Persian Gulf as part of Operation *Desert Shield* and *Desert Storm*, Van Dam corresponded with 14-year-old Jaime Keller from Erie, Pa., after she and classmates at Mercyhurst Preparatory High School sent him a letter through the morale-boosting "Any Service Member" mail program.

"From her letter she seemed like a warm, caring young lady," said Van Dam. "I wrote her a letter back telling her about myself."

A few weeks after his first letter, Van Dam found out from Keller's friends that she was in the hospital in a coma after suffering a cerebral hemorrhage. Keller had a history of horrible headaches which doctors treated as migraines. With someone her age, they had no reason to suspect anything else until a brain aneurysm proved how serious those headaches were.

An artery burst and Keller's brain was swelling. Doctors explained that surgery could prolong her life, but would probably leave her in a vegetative state for the rest of her life. Without surgery, she only had a 20 percent chance of survival.

"Even though I had never met her, I considered Jaime a friend and I knew I had to do something," Van Dam said. "She was the one who reached out first, so it was now my turn."

Van Dam explained he had read that people in a coma were aware of their surroundings, but were unable to respond. So, he thought if he could send "letters" home to his wife on audio cassette, why not send Keller



LT Bruce Van Dam

a tape — if she could hear someone, it might help.

On the same day he mailed the tape, he received a package Keller had made for him a few days before the aneurysm struck, but had not been mailed. "I had told her that my wife was pregnant with our first child," Van Dam recalled. Her package contained things for their baby and a "lucky penny." Keller had found this 1976 penny the day before her younger sister was born. It was "lucky" because it was from the year Keller was born and she had hoped for a baby sister. The package also contained a letter Keller had written and a letter from her parents explaining what had happened.

"It hurt me to know she was hurting," Van Dam said, "and I knew I had done the right thing in sending her that tape. I tried to walk her through life, talking about all the things she could look forward to. I just wanted to let her know there were people praying for her."

Those prayers were answered on Christmas Eve, when she said "Mom," and later in the day answered her father's question of how she felt by saying, "Mad!" On Christmas Day she put two words together to say "Merry Christmas." After that she started speaking in sentences and is now able to move both arms and legs.

Jaime's mother, Ortenzia Keller, said she was touched by Van Dam's gesture. "I don't know if the lieutenant's tape helped, but I think it's possible that it did," she said. "It's a wonderful tape — very honest and moving — and it's amazing to think that someone she didn't even know would do this."

He sent a \$25 check to the *Erie Times Daily* and issued a challenge to the people of Erie to match or beat his donation to start a fund for Keller. "I figure if a few hundred people can even match it, that will be a good start for the Keller family on paying hospital bills," he said. He added that *Wisconsin* crewmen also sent checks, making the ship's total contribution \$375.

In his tape, Van Dam said he would visit Keller when *Wisconsin* returned to Norfolk. "I found out after I sent the tape that there is an officer on board from Erie, and he said he would be more than happy to take me up there to go see her," he said.

The "Any Service Member" mail program was started by people across America who wanted to show their support for the U.S. Armed Forces deployed to the Middle East. Van Dam showed that this support can go both ways, by helping a special young lady who he said exemplified the America he was serving. ■

—Story by JO2 Thomas A. Kreidel assigned to the public affairs office, USS *Wisconsin* (BB 64).

Bearings

'Everything's comin' up roses:' Navy ships participate in festival

More than 3,500 sailors from 13 Navy ships got a break from the hectic pace of operations when they were invited to the 83rd annual Portland Rose Festival, Portland, Ore., this past summer.

Five Navy ships that had sailed the Persian and Arabian Gulfs during *Desert Shield/Storm* sailed into the cool waters of Portland Harbor to promote the Navy and celebrate the time-honored tradition of the Rose Festival with the residents of Portland.

Eight ships from the Canadian navy and three U.S. Coast Guard ships also participated. The ships moored along the pier in the shadow of the ferris wheel to give tours, host parties and take in Portland hospitality.

Led by the flagship USS *Worden* (CG 18), the Rose Festival fleet was commanded by Commander 3rd Fleet VADM Jerry Unruh. Other ships included: USS *Fox* (CG 33), USS *Robison* (DDG 12), USS *Goldsborough* (DDG 20), USS *Berkeley*

Below: The Marine Corps marching band was invited to perform in the Rose Festival parade.



Photo by Rachel J. O'Sullivan

(DDG 15), USS *Barbey* (FF 1088), USS *Marvin Shields* (FF 1066), USS *Meyerkord* (FF 1058), USS *David R. Ray* (DD 971), USS *Racine* (LST 1191), USS *Pigeon* (ASR 21), USS *Conquest* (MSO 488) and USS *Implicit* (MSO 455).

For the people of Portland, the opportunity to visit Navy ships is a Rose Festival tradition. Navy ships have

Above: Military members from Oregon were honored during the parade for their involvement in Operation *Desert Storm*.

been a part of the festival since 1907 when *Charleston* (C 22) arrived to participate in the activities.

"Portland is a spectacular city with friendly people who respect the military and understand the importance of what we do," said LTJG Steven Huff, a deck officer on board *Racine*. "It was a great morale booster for the ships."

"I think participating in the festival was great," said another sailor. "It's a great way for the sailors and Marines to show off their ships. It's also good to interact with the American people and show them what we're all about."

"We like the Navy and try to go out of our way for them," said Peter Lent, president of the Portland Navy League. "The Navy is an important part of the festival." ■

Story by JO2 Rachel O'Sullivan who is assigned to the Navy Public Affairs Center, San Diego.



Photo by PH3 Kenneth Robinson

News Bights

Norfolk's Navy community received some bittersweet news recently following the announcement that the long-time home port resident USS *John F. Kennedy* (CV 67) would move to Mayport, Fla., but would be replaced by the Navy's newest carrier, *George Washington* (CVN 73).

Kennedy, based in Norfolk since her commissioning in 1967, will change home ports to Mayport in 1993, following *George Washington*'s arrival in late 1992. During the overlap, Norfolk will be host to five aircraft carriers.

Kennedy is one of the Navy's best known carriers, and will be replaced by the sixth *Nimitz*-class nuclear-powered flat-top. Carrier air wing squadron home ports are not affected by the move.

...

Crew members of USS *Ingersoll* (DD 990) and USS *Leftwich* (DD 984) marked a milestone in joint drug interdiction operations in July following the seizure of 100 tons of hashish aboard a merchant vessel — the largest hashish seizure in U.S. history.

Ingersoll, with a Coast Guard law enforcement detachment (LEDet) embarked, detected MV *Lucky Star* — a merchant registered in the Caribbean nation of St. Vincent — operating outside normal shipping channels 600 miles west of Midway Island.

Ingersoll and *Leftwich* intercepted *Lucky Star*, and LEDet personnel boarded the vessel with the master's consent. During the search, LEDet members discovered the 100-ton cargo of hashish, worth about \$2 billion. Working closely with U.S. Customs Service and the Coast Guard, the State Department and Department of Justice quickly coordinated the complex diplomatic and legal details of the operation.

Crewmen from both ships received the Coast Guard Special Operations Service Ribbon from RADM William C. Donnell, Commandant 14th Coast Guard District during recent ceremonies.

...

DoD recently announced changes to the Uniformed Services Voluntary Insurance Plan or USVIP. USVIP is a DoD-sponsored commercial health insurance policy that may be purchased by separating service members and eligible family members.

Previously, two plans were available under USVIP — renewable and temporary for 90 days. The renewable policy was terminated effective April 1, 1991, and the temporary plan was modified to allow renewal on a quarterly basis for up to one year after separation.

All active-duty members, including reservists ordered to active duty for more than 30 days, have up

to 30 days to purchase the coverage for themselves and their families after they lose their active-duty eligibility for medical benefits. Former spouses who were married to service members for at least one year, children up to age 21 (23 if students), wards, dependent grandchildren and pre-adoptive children or retirees are also eligible. They have up to 90 days after they lose eligibility for uniformed services identification and medical benefits to purchase the policy.

Those who purchased the USVIP renewable policy before April 1, 1991, have continued coverage, but premiums have increased. Rates have also gone up for the temporary plan. No other DoD-negotiated policy is available for sale at this time.

USVIP brochures, application forms and rate sheets are available at personnel support detachments and through health benefits advisers in medical treatment facilities. For more information and a list of new premium rates, please refer to AlMilAct 31/90 and AlMilAct 47/91.

...

To keep misaddressed military mail from wandering through Fleet Post Offices (FPOs) and Army Post Offices (APOs) around the world, a new system of military zip codes and addresses was introduced in July which affects nearly half the U.S. post offices overseas.

Sailors and Marines should receive their mail faster once the new zip-address is fully implemented.

Under the new system, the first three numbers of the five-digit military zip code designate a country or region. The two digits that follow direct the letter to smaller areas within the country or region. The new system also replaces city names with a two-letter code in the last line of the address.

Mail bound for the Pacific region is designated by an "AP" instead of the city name; Europe-bound mail is marked with an "AE" and mail headed for Central or South America is indicated by an "AA".

The two-letter codes also apply to FPO mail headed to deployed ships, regardless of the geographic region in which they are operating.

Ships with FPOs of New York are now FPO AE; FPO Miami is FPO AA; and FPO San Francisco and Seattle are now FPO AP.

The majority of ship codes are unaffected, except those using FPO Seattle and the zip code sequence 98XXX.

The Military Postal Service Agency will continue to deliver mail addressed the old way for another year. For more information, contact your fleet, Army or ship-board post office. □

Mail Buoy

For the record

While *All Hands* is on the subject of naval trivia [5"/38, 16"/50 [July 1991 Mail Buoy]], please note that NATO pendant numbers do not contain a space between the type indicator letter ("flag superior") and "pendants," although such separation is used between the U.S. classification symbol and hull number (e.g., DDG 51) per the *DON Correspondence Manual*. Page 23 of the same issue should have referred to HMS Gloucester as (D96) and HMS Cattistock as (M31).

To illustrate the point, I've enclosed a page of Allied Visual Signaling Procedures, which lists no fewer than eight examples. I also submitted several photocopies of NATO navy ships, none of whose painted-up pendant numbers shows the separation you have added in your Persian Gulf mine countermeasures story.

Similarly, USS *Impervious* (MSO 449) visual call is M449.

—CWO4 John Hau
NRF Training Signal Station
San Francisco, Calif.

With this ring

I was reading the article in *All Hands*, August 1991, when I looked at the photo on Pages 28-29 and saw a mishap in the making. The person launching the aircraft, is wearing a ring with a launching aircraft right near him. That one ring is FOD (Foreign Object Damage). It could cause serious injury to personnel or a premature engine change. The question I asked of the individual is: "is it worth it to wear your wedding band at all times?" Maybe *Forrestal* can learn a few lessons in FOD prevention.

—ADAN Daniel Burleson
NAS Norfolk

• According to Naval Safety Center, Air Safety Dept., Norfolk, there are no prohibitions on wearing wedding rings during flight operations. — ed.

Walking on water

I just received the current *All Hands* dated July 1991. After scanning through the magazine, I came across the article "Cleaning Oil Spills." A very good article I must admit, the only thing I found wrong, was the picture of the man walking by the ocean. The picture is upside

down. "Caught ya."

—SKC(SW) Cornell Moody
U.S. Atlantic Fleet, Norfolk

• Our mistake, the photo was accidentally flopped and was also backwards. — ed.

Memories

I enjoyed your article on "Port harbor security" in the August 1991, issue of *All Hands*. I detached from the Administrative Support Unit (ASU) Bahrain in December, 1990, and have kept an interest in the build-up that occurred after I left and the subsequent employment of the assets. I wish it had been pointed out that harbor security did exist in the Persian Gulf before the arrival of PSU 302, MIUWU 202, and the EOD detachment.

The ASU Bahrain has operated a Harbor Security Unit around the Mina Sulman port complex in Bahrain since October 1990. In the early phases of *Desert Storm*, this unit drew up contingencies that included providing a measure of security at Al Jubayl and Ad Dammam. When the EOD, PSU, and MIUWU arrived in theater, they all received their initial orientation and a great deal of assistance from the ASU and the Harbor Security Unit.

—CDR Thomas G. Chulski
Jacksonville, Fla.

Turbulence in the skies

In your May 1991 issue, an article entitled "USS *William C. Lawe*, A look back," the Grumman TBF-1 *Avenger* was identified as the plane flown by Torpedo Squadron 8. In June 1942, Torpedo Squadron 8 flew Douglas TBD-1 *Devastators*.

—BTCS(SW) L. Keefe
Fleet Training Center, Norfolk

• You are right in the sense that Torpedo Squadron 8 (VT 8) flew TBD-1s in 1942. However, *Lawe* was assigned to a part of VT 8 which received the new Grumman TBF-1 *Avenger* torpedo plane. This detachment from VT 8 temporarily left the carrier *Hornet* (CV 8) to train in the TBFs. They eventually arrived at Luke Field, Hawaii, for final training prior to rejoining their squadron mates in *Hornet*. — ed.

Money matters

The article entitled "Going bankrupt" published in the June 1991, Number 891 edition of *All Hands Magazine*, contained the following incorrect statement: "However, since no directive instructs individual sailors that they must tell their commands if they file bankruptcy. . ."

The Department of the Navy Information and Personnel Security Program Regulation OpNav Instruction 5510.1H, Chapter 22, paragraph 22-8 addresses continuous evaluation of eligibility for access to classified information and not only levies a reporting requirement on supervisors and co-workers, but also requires individuals to self-report any significant personnel security information.

Significant personnel security factors which require report are identified in Exhibit 21K of OpNavInst 5510.1H as "Excessive indebtedness, bad checks, financial difficulties or irresponsibility, unexplained affluence, bankruptcy or evidence of living beyond the individual's means."

Because it failed to identify bankruptcy as a personnel security factor which must be reported and OpNavInst 5510.1H as the governing regulation the article is misleading and this omission should be brought to the attention of your readers.

OpNavInst 5510.1H is distributed to all ships and stations and is available through the command security manager.

—R.R. Gorena
Office of the CNO, Assistant for
Information and Personnel Security

Read between the lines

Your recent July issue of *All Hands* covered extensively the mine clearing operations off the coast of Kuwait during and after Operation *Desert Storm*, however, J01 Gawlowicz failed to mention that USS *Raleigh* (LPD 1) was there before USS *New Orleans* (LPH 11) and provided combat helo support during the actual ground war. USS *New Orleans* arrived shortly after the cease-fire went into effect. The more correct chronology of the mine countermeasures operation should have included the fact that USS *La Salle* (AGF 3) was the MCM support platform and USS *Raleigh* (LPD 1) provided the helo combat air patrols/support of the mine clearing efforts. Embarked on USS *Raleigh* were six USMC AH-1 *Cobras* from HMLA 269.

Mail Buoy

After USS *Tripoli* (LPH 10) and USS *Princeton* (CG 59) suffered mine damage, USS *Raleigh* and USS *La Salle* responded to short fused tasking and proceeded into the area known as the battleship fire support area to continue the MCM support to which USS *Tripoli* had been assigned. Operating with USS *Adroit* (MSO 509), USS *Leader* (MSO 490), USS *Impervious* (MSO 449), and USS *Avenger* (MCM 1), USS *Raleigh* provided continuous alert five status at night. During daylight hours, USS *Raleigh's* flight deck kept the attack helos airborne, intercepting surface contacts and providing a shield for HM 14's *Sea Stallions* while they cleared the fire support area to support the ground offensive. The *Cobras* from HMLA 269 frequently flew the coastal areas in search of targets on the ground, and provided the surface ships in the area with a quick strike capability if needed.

Following the cease fire, HMLA 269 provided the same mission during the EPW evacuation of Faylaka Island. USS *Raleigh's* role was a key one in the mine countermeasures effort off the coast of Kuwait. USS *Raleigh* had been assigned to the amphibious task force which was operating in the Arabian Gulf throughout *Desert Storm*. The 28 year-old amphib has deployed to the Persian Gulf three times in recent years, each time for missions other than amphibious warfare. It is a testimony to the versatility of the Landing Platform Dock class ship of which USS *Raleigh* was the first. Most importantly, it is a tribute to superb crews willing to undertake the unexpected at any time with expected results. During *Desert Storm* the crew of USS *Raleigh* accomplished their mission in the most professional way. The account of USS *Raleigh* and her crew needs to be told.

—R.J. McCarthy
Commanding Officer
USS *Raleigh* (LPD 1)

Reunions

• **Rice Institute/University NROTC and V 12 Alumni Association** — 50th Anniversary Nov. 2. Call ENS Egan or ENS Steenman at (713) 527-4825.

• **USS Furse (DDR 882)** — Reunion Nov. 2, Charleston, S.C. Contact Carlisle Coleman, P.O. Box 53394, Atlanta, Ga. 30305; telephone (404) 237-9752.

• **USS Brush (DD 745)** — Reunion Nov. 4-7, Norfolk. Contact Quenton Miller, 309 Fayette Davis Ave., Cleveland, Miss. 38732; telephone (601) 843-5572.

• **Carrier Air Group 16 (World War II)** — Reunion Nov. 6-10, Pensacola, Fla. Contact W.J. Ruefle, 3837 W. Madura Road, Gulf Breeze, Fla. 32561; telephone (904) 932-9168.

• **VPB 20 (World War II)** — Reunion Nov. 7-9, Pensacola, Fla. Contact B. Leonard, 4628 Peoples Township Road, Pittsburgh, Pa. 15237; telephone (412) 821-2544.

• **Air Naval Gunfire Liaison Company (ANGLiCo) Association** — Reunion Nov. 9-11, Washington, D.C. Contact Jack Summerfield Jr., Rural Delivery No. 6, Box 376, Indian, Pa. 15701; telephone (412) 463-3215.

• **USS Ardent (AM 340)** — Reunion Nov. 16, Sturgeon Bay, Wis. Contact Al Casper, 2536 W. Warnimont Ave. 205, Milwaukee, Wis., 53221; telephone (414) 281-2908.

• **USS Ashland (LSD 1/48)** — Reunion November 1991, New Orleans. Contact Milton Ferguson, 1540 E. Moore Road, Hillsdale, Mich. 49242; telephone (517) 437-7205.

• **USS Pitt (APA 223)** — Reunion fall 1991. Contact George E. Langr, 17 W. Maine St., Johnstown, N.Y. 12095.

• **USS Whiteside (AKA 90)** — Reunion fall 1991. Contact T.R. "Pop" Akers, 1305 Bush Blvd., Birmingham, Ala. 35208; telephone (205) 787-2857.

• **International PBY (Catalina) Association** — 50th Anniversary Dec. 2-8, Pearl Harbor. Contact James P. Thompson, 1510 Kabel Drive, New Orleans, La. 70131; telephone (504) 392-1227.

• **USS Nassau (CVE 16)** — Reunion Dec. 4-11, Honolulu, Hawaii. Contact Sam A. Moore, 10320 Calimesa Blvd., Space 221, Calimesa, Calif. 92320; telephone (714) 795-6070.

• **USS Washington (BB 56)** — Reunion Dec. 6-9, Charleston, S.C. Contact John A. Brown, Box 13047, Columbus, Ohio 43213-0047; telephone (614) 237-6775.

• **USS Notable (MSO 460)** — Reunion December 1991, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.

• **Medical Department, Naval Amphibious Base, Coronado (1969-72)** — Reunion proposed. Contact Mark Houston, 3213 W. 16th, Eugene, Ore. 97402-3189; telephone (503) 485-8376.

• **LST 120 (World War II)** — Reunion proposed. Contact John McDonough, 27141 Driftwood Drive, Bonita Springs, Fla. 33923.

• **USS Little (DD 803/APD 4)** — Reunion proposed, Orlando, Fla. Contact Frank Whall, 50 Maple St., Norfolk, Mass. 02056.

• **GCA Personnel** — Reunion proposed. Contact Al Struck, 535 Silverglen Lane, Bremerton, Wash. 98310; telephone (206) 698-2282.

• **FASRON 113** — Reunion proposed. Contact Robert J. Velotta, 4106 Dartford Road, South Euclid, Ohio 44121; telephone (216) 692-3104.

• **USS Ault (DD 698)** — Reunion proposed. Contact Mike Lind, Rural Route 1, Box 146, Polk, Neb. 68654.

• **USS Hector (AR 7) (World War II)** — Reunion proposed. Contact John Abbott, Route 8, Box 34-8, Amarillo, Texas 79118; telephone (806) 622-0516.

• **USS Macon (CA 132)** — Reunion proposed, Boston. Contact John Amicone, 588 Gallivan Blvd., Dorchester, Mass. 02124; telephone (617) 436-7202.

• **USS Stevenson (DD 645)** — Reunion proposed. Contact Frank J. Kmiec, 66 Chadwick St., North Andover, Mass. 01845.

• **Whiting Field** — Reunion proposed, Pensacola, Fla. Contact Ty Boutwell, 519 Lakeshore Drive, Monroe, La. 71203; telephone (318) 343-8433.

• **VT 22, NAS Kingsville, Texas (1967-70)** — Reunion proposed. Contact Galen A. Wiser, 920 Sherman St., Wayne, Neb. 68787; telephone (402) 375-4855.

• **USS Crittenden (APA 77)** — Reunion proposed. Contact Ed Langlois, P.O. Box 161 - DTS, Portland, Maine 04112; telephone (207) 773-7670.

• **USS Saint Paul (CA 73) Association** — Reunion proposed. Contact J.D. Guarnere, 189 Hilldale Drive, Nederland, Texas 77627.

• **USS Hart (DD 594) (World War II)** — Reunion proposed. Contact John A. Brawdy, 6418 Helen St., Library, Pa. 15129.

• **USS Sylvania (AFS 2) (1965-69)** — Reunion proposed. Contact John D. Pierce, 6631 Holloway Lane, Lansing, Mich. 48917.

• **USS Juneau (LPD 10) (July 1969 - November 1972)** — Reunion proposed. Contact Laverne Josey, 1094 Stillwell Ave., San Diego, Calif. 92114; telephone (619) 262-4651.

A dental officer aboard the nuclear-powered aircraft carrier USS *Theodore Roosevelt* (CVN 71) inspects a set of false teeth. Photo by PH2 Michael Dale.





Arleigh Burke ● Page 30